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Vol. CLXXXVII No. 2445 WITH WHICH IS INCORPORATED THE GRAPHIC NOVEMBER 30 1946

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My Goodness — My GUINNESS

Drawing by J. Gilroy

G.E. 1252A

Volume CLXXXVII No. 2445 The SPHERE, London, November 30, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

RESCUED FROM THE WETTERHORN—THE HAPPY ENDING OF THE DAKOTA CRASH IN THE ALPS : Brigadier-General Tate escorting Mrs. McMahon, wife of Colonel William McMahon, and her daughter Alice from Unterbach Airfield, near Meiringen, after their rescue by Fieseler-Storch ski planes

While the world waited for five days for news of their rescue, twelve occupants of a United States Army Dakota, including the wives of General Snaveley and Brigadier-General Tate, were marooned amid ice and snow 10,500 ft. high in the Rosenlaui Glacier, and about a mile from the celebrated Wetterhorn peak. When at length the party was located, after an aerial search of 60 hours amid the mountain blizzards, stores were dropped to them from relief planes, and two parties, in all sixty strong, set out on foot to the wrecked Dakota. On arrival they rendered first aid to the passengers, and just as they were beginning the perilous descent, which would have occupied many hours, two pilots of the Swiss Air Force landed their ski-equipped Fieseler-Storch planes near the crevasses on the Gauli Glacier. In all the planes made eight perilous landings, with only a few feet to spare on each occasion, and by Sunday night they had taken the twelve occupants of the Dakota, some of whom were badly frostbitten, down to the airfield at Unterbach, near Meiringen. Mrs. McMahon, who is seen in this picture wearing a flying suit dropped from the air, is the wife of Colonel McMahon, who is retiring from the post of U.S. Chief of Staff in Austria

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Pessimism.—Of late I have been charged by one or two readers with "increasing pessimism." These critics were good enough to admit that during the darkest days of the war no such charge was sustainable. It is true that in the darkest days of war I was wont to quote Clough's *Say Not the Struggle*. . . . ad nauseam. It was so immediately urgent to continue the struggle. We were quite clear (for once) about the issues. They were simple and in black-and-white. It was fight on or die. Each one of us had a job to do. But the fogs of war are lucidity when compared with the fogs of "peace" 1946. The truth is hid from us, deliberately, by the Government, and every effort which an individual may make to ascertain the truth of this or that impasse, disagreement, policy or practice, in Europe, America or the East, is barred by an iron curtain rolled down by governments. The international stage on this dark November morning (following days and nights of record gales and rain) is set for tragedy, as every column of my paper proves. Domestic chaos and international stalemate march hand-in-hand in America. India is threatened with disruptive civil war, Greece is in the throes of it. There are perpetual riots in half-a-dozen other countries. The United Nations are split asunder. A strong minority appears to desire stalemate, and the opportunities which chaos may yield to grabbers. In England, quite clearly, the Government (as in 1938) is concerned with pushing forward defence measures. We are not told *why*; but those who possess atlases know without being told. It is not an optimistic or pretty picture, and I doubt whether patriotically it pays to gild it or to touch it up. A change of heart in all humanity alone can save our civilisation, and nothing but quick appreciation of the nearness of the crater edge can induce that change, from land-grabbing, money-grabbing, advantage-grabbing, to panic-stricken repentance and humility. But it is right to qualify this grim truth. My "pessimism" is in a sense (if, indeed, it is discernible) seasonal. My "Five-year Diary" convinces me that always in November my own spirits sink lowest (at any rate, in the austerity Novembers since 1939). The country scene under "war" conditions is never more gloomy than in November and December, nor is bare existence harder to maintain. With the turn of the year, hope revives, the light returns.

The Labour Revolt.—Foreign policy is not my cup of tea. The threatened Socialist revolt concerning the Government's foreign policy proved to be one of those bombs which end as damp squibs. Presumably those who sponsored the amendment abstained from voting when it was divided upon, in the desire merely to leave it for record as a gesture. No doubt, party discipline had something to do with the tame end, since one or two of the "hotheads" retracted and made submission earlier. What was it all about? It was, of course, concerned with the present deplorable state of our relations with Russia, the failure of peace progress, our lowered prestige in Europe, our very urgent preparations for military defence. All this, say the "rebels," is due to Messrs. Attlee and Bevin having reversed the promises made at the election which brought them into power, in the sphere of foreign policy. Mr. Attlee (like Mr. MacDonald before him) is one more Labour Premier seduced in office from allegiance to Socialist ideals by the temptations of tradition and by the blandishments of capitalist and imperialist statesmen in opposition. And Bevin is the Opposition's white-headed boy and true Socialism's headache, the mouthpiece of the old Power-politics-capitalism-imperialism policy which has led the world into two shattering wars in our time. Pulled by Churchill and pushed by those United States, Attlee and Bevin, bound hand and foot, are being drawn in the triumph of grab and imperialism along the slippery road that leads to World War III. In domestic policy, the Socialist Government remains sufficiently firm and faithful to Socialist ideals and election pledges. In foreign policy, it has thrown international socialism to the winds, and it betrays Russia with every sop and truckle to America, winning loud applause from the Opposition with its every act and declaration in foreign affairs and receiving doubt, sorrow and suspicion from its own supporters in the House and outside.

The Premier's Answer.—Mr. Attlee's defence to these charges is in one sentence: "Our policy is founded on the United Nations, on support of and from its organisation." That accounts for everything the Government has done and said. Staff talks, co-ordination of arm-supplies, preparations for defence, all these are vital duties of a faithful and major Power among the U.N. It is the bare duty of each member-state to provide its quota of force and to put it at the disposal of the U.N.O., if and when required. That organisation (organised or no) includes Russia as well as America, and the Government of Britain is willing and anxious to enter into similar precautionary arrangements with Russia. It aims at no blocs, military or economic. It stands by the Charter, pursues no national aims, sets its face against secret pacts, seeks only to ensure peace and foster understanding. While starvation stalks Europe, and suspicion is rife and war weariness and disillusion persist, progress must be slow, and compromises, which may appear dubious, are quite inevitable expedients. Such, simplified and in thick type, are the pros and cons of the GREAT LABOUR REVOLT.

Discipline.—The virtue above all which have gone out of civilisation as a direct result of the upheavals, the injustices and the disillusionment of war, is discipline. Without discipline of mind there can be no peace or order in an individual life. Without discipline, no country can call itself civilised. Without international discipline, enforcible by sanctions, there can be no world order and no security. These things are a commonplace which everywhere is rejected or goes by default. We see it every day at home, abroad; in domestic and in international relations. A union man breaks the law. He is punished by dismissal. His fellows strike. His offence is purged, and he is reinstated A gunman murders an innocent soldier, policeman or civilian. He is condemned to death. His fellow-thugs redouble their outrages or protests. The murderer is reprieved—for appeasement's sake. An ex-enemy country receives recognition for its Government from the victorious United Nations after giving a firm pledge to maintain the democratic freedoms, of elections and so forth. It breaks every one of these pledges and conducts its "free" elections at the pistol-point, threatening all opposition opinion. The powers which accepted the pledges in good faith are left to wonder whether the mild protests and pressure which they venture to make and exert can be justified in a universal atmosphere of "appeasement at any price." Still as of old, the business of Governments is to govern; there is no government and no control possible without adequate sanctions, readily available and never withheld where guilt is proved. Without the discipline which is effectively and punctually exercised, no individual can be happy or secure, no nation can be regarded as civilised.

J. L. Lewis.—The monstrous vanity and insane ambition of Hitler sacrificed all humanity to its darkest tragedy. And time and again, the personal vanity and lust for power of one man or a handful of men have led to destruction, as sheep to the slaughter, hundreds of millions of innocent, dumb human kind. Mr. John. L. Lewis would be pained and surprised to hear himself compared to Hitler. He has in the past thirty years led his miners, who admire and follow him with gratitude and confidence, from triumph to triumph. In his time, he has doubled, trebled their pay and "vastly improved" their conditions and standards of life. It is a big Empire for one brain to control. Why should he look beyond it? America is a vast continent. Why should Americans look outside it? Yet if Lewis peeps beyond his Empire, what does he find? Every increase of a dollar he has won for his miners has halved the purchasing power of the dollars they earn. It is a paper triumph. He has achieved broadly for his miners the *status quo* of 1913. At the best of it he is but a squirrel in a cage.

"THE DIVINE LADY"—A ROMNEY DISCOVERY AT A WINDERMERE HOTEL

When Mr. R. Goodbridge was sent from London to clean some pictures at the Old England Lake Hotel, Windermere, he examined this unidentified picture and came to the conclusion that it was a genuine Romney portrait of Lady Hamilton. Romney admired Lady Hamilton deeply and achieved great inspiration from her graceful posings, and between 1782 and 178[illegible] he painted about thirty portraits of her, "The Spinsters" (now at Ken Wood) being among the best-known of them. If this picture proves to be genuine, its auction-room value would probably be at least £15,000

The T.A.—The Territorial Force is to be built up once more. As for its roles, it is the mixture as before. It will provide A.-A. defence against the initial air attacks of any new war. It will be the nursery of units to reinforce and balance the Regular Army. It will be our "second line" and the "framework" for the inevitable army expansion. For some of these roles, the new T.A. must (and will) comprise two novel arms—some armoured formations, and at least one airborne division. Which is, after all, only bringing the T.F. up to modern military requirements. The buildings, the permanent staff, the Higher Command, the unit commanders, all these must precede recruiting. But volunteers may expect to be welcomed in before next summer. Obviously, the new T.F. will require a much more serious and prolonged training than the old. That is foreseen. It is, indeed, no longer a purely voluntary force. There will be a big "compulsory" intake by 1950 from the ranks of conscription-men in their final phase of service. But the volunteers will provide the material for the first experiments in organising and training this triple-role, dual-type second line, and they may be assured that their pay will be more commensurate with their sacrifices and their normal holidays less mortgaged to patriotism. (Whereby, of course, industrial output will suffer again.) More than a section of the Socialist Party, in the House and out of it, in their hearts detest conscription. Most see the present need for it. The new T.A. is a compromise, which, for lack of alternative, receives general support, or at the least toleration.

THE OLD STAGER

AN IDEA FOR CHRISTMAS

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WHERE THE DAKOTA CRASHED IN THE BERNESE OBERLAND: A view of the region of the Wetterhorn peak, showing (in the area marked with two crosses) where the Army transport was brought down by the mountain down-draught of air and its passengers were marooned for several days with little food and no heating apparatus. The slope seen in the middle distance was that followed by the land rescue party. The single cross marks the spot where the two Swiss pilots landed with their Fieseler Storch planes and operated a daring shuttle service

The DAKOTA RESCUE in the ALPS

How the Passengers were Brought to Meiringen in Safety

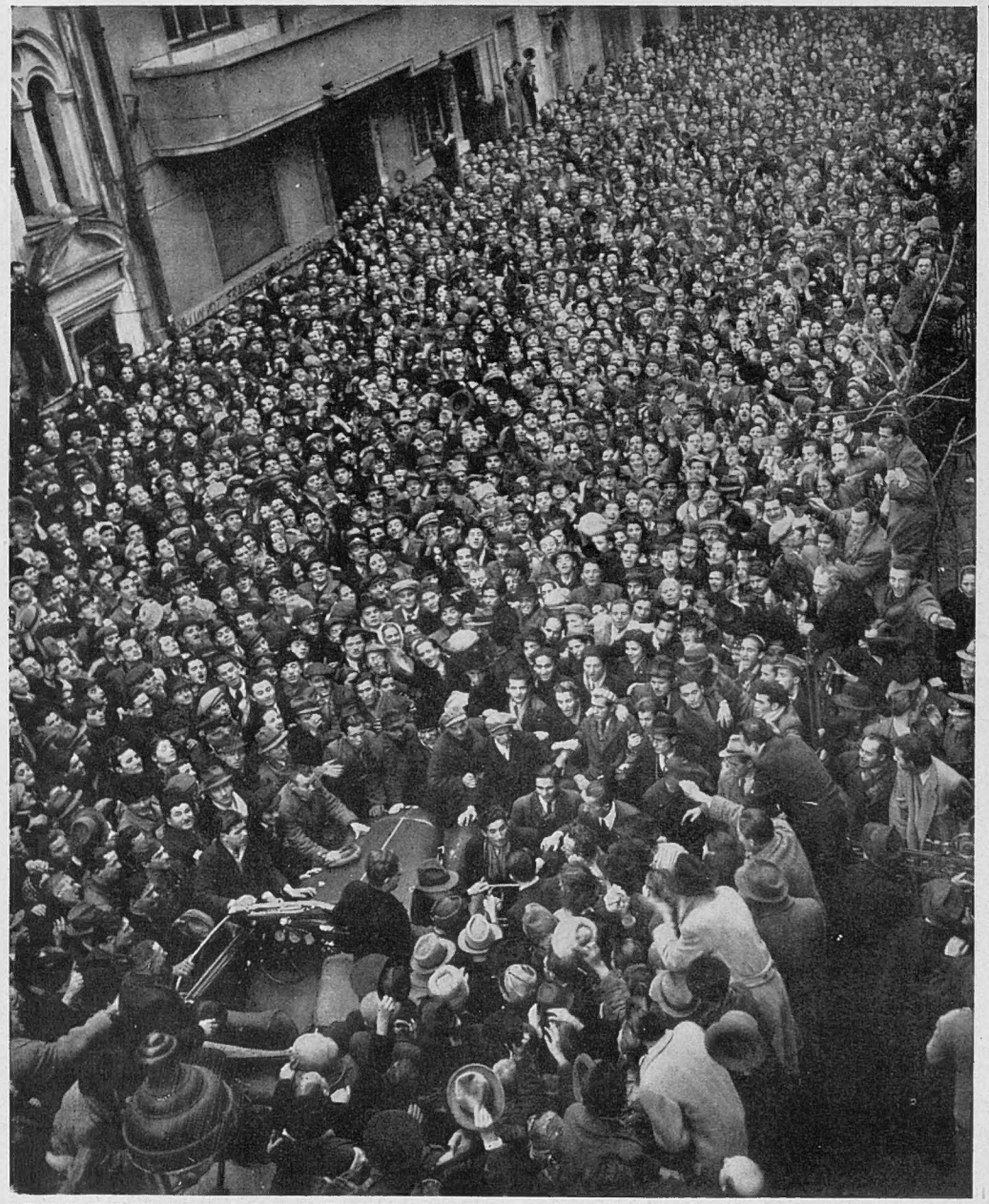
Just as the searchers were beginning to lose hope, and as they were still further increasing their efforts, the news came last Saturday morning that the wrecked United States Dakota had been located in the Alps and that supplies had been dropped to the marooned passengers, among whom were Brigadier-General Haynes and his wife, Colonel William McMahon and his wife and daughter, and Mrs. Tate, wife of Brigadier-General Tate. Piloting the plane was the Tates' son, Captain Ralph Tate, whose handling of the Dakota in the fatal seconds as it was caught in the grip of a down-current resulted in a safe landing and in the cabin remaining intact. But for this the passengers would inevitably have died from exposure before a rescue party could have reached them. The most dramatic feature of the rescue was the daring effort of the two Swiss pilots who landed their Fieseler Storch planes on a narrow ledge and for six hours operated a shuttle service between the glacier and the airfield at Unterbach near Meiringen. The Fieseler Storch was developed specifically for slow-speed flight, and for landing and taking off in confined spaces, and is probably the only type of plane that could have achieved this feat. The guides who made the Wetterhorn ascent at the head of the rescue party declared that it was the most hazardous Alpine journey they had ever undertaken

THE RESCUE PARTY SETS OUT: Experienced mountaineers toiling up the Wetterhorn at the start of their rescue attempt. When they reached the plane 60 hours after it had crashed, the two doctors were able to render effective first aid to those suffering from frostbite

SAFE AND SOUND AT UNTERBACH AIRFIELD: Scenes at the airfield as the twelve occupants of the Dakota were being rescued by the shuttle service of ski-equipped Fieseler Storch planes. *Left*—Mrs. Ralph Tate, wife of Brigadier-General Tate, Deputy Commander of the United States Air Forces in Austria, being greeted on arrival at Unterbach. In the background is the Fieseler Storch in which one of the Swiss pilots effected the rescue, flying it on to and off a narrow platform between the crevasses at a height of 7,000 ft. *Right*—General Snaveley, Commander of the United States Air Forces in Austria, greeting Mrs. Snaveley after she had reached Unterbach. Mrs. Snaveley was wearing heavy flying trousers which were among the equipment dropped from the air

HOOLIGANISM in RUMANIA'S GENERAL ELECTION

Victims of Party Animosity in the Streets of Bucharest—The Return of the Democratic Bloc



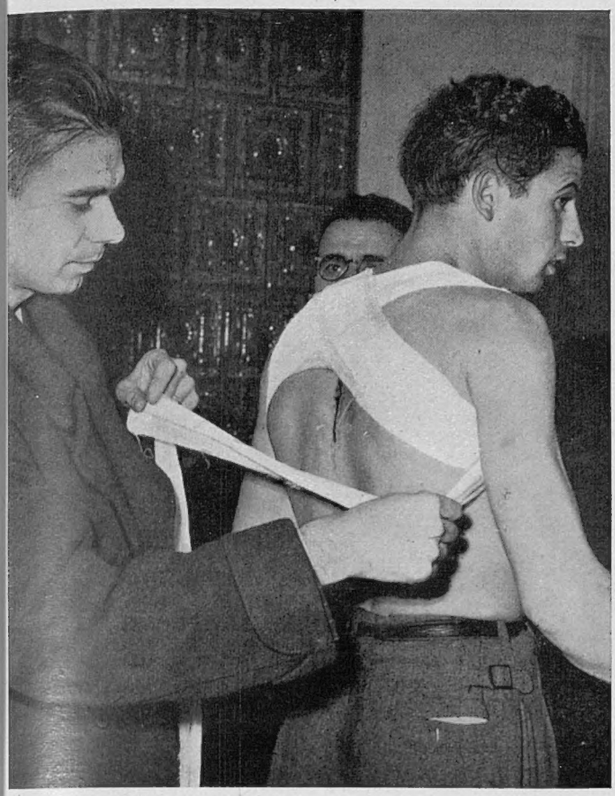
ON THE EVE OF THE POLLS IN BUCHAREST : Supporters of Dr. Julius Maniu, the National Peasant Party leader and the head of the official Opposition, crowding round Dr. Maniu's car when he arrived in front of his headquarters. Dr. Maniu is himself lost in the crowd, and in the subsequent elections his party was swamped by the Pro-Soviet Democratic Bloc which obtained 348 seats out of a total of 414 in the Rumanian Parliament. Over 70 Communists support the Government Bloc

ALL SMILES AT THE SOVIET EMBASSY : King Michael of Rumania as the guest of honour at an eve of the election reception by the Soviet Minister in Bucharest. On the right is Marshal Tolbukhin, of the Red Army, the Russian leader whose spectacular dash across Central Europe was one of the features of the final phase of the Second World War. King Michael's friendship with the Soviet Ambassador and the Soviet representatives on the Allied Control Commission is well known

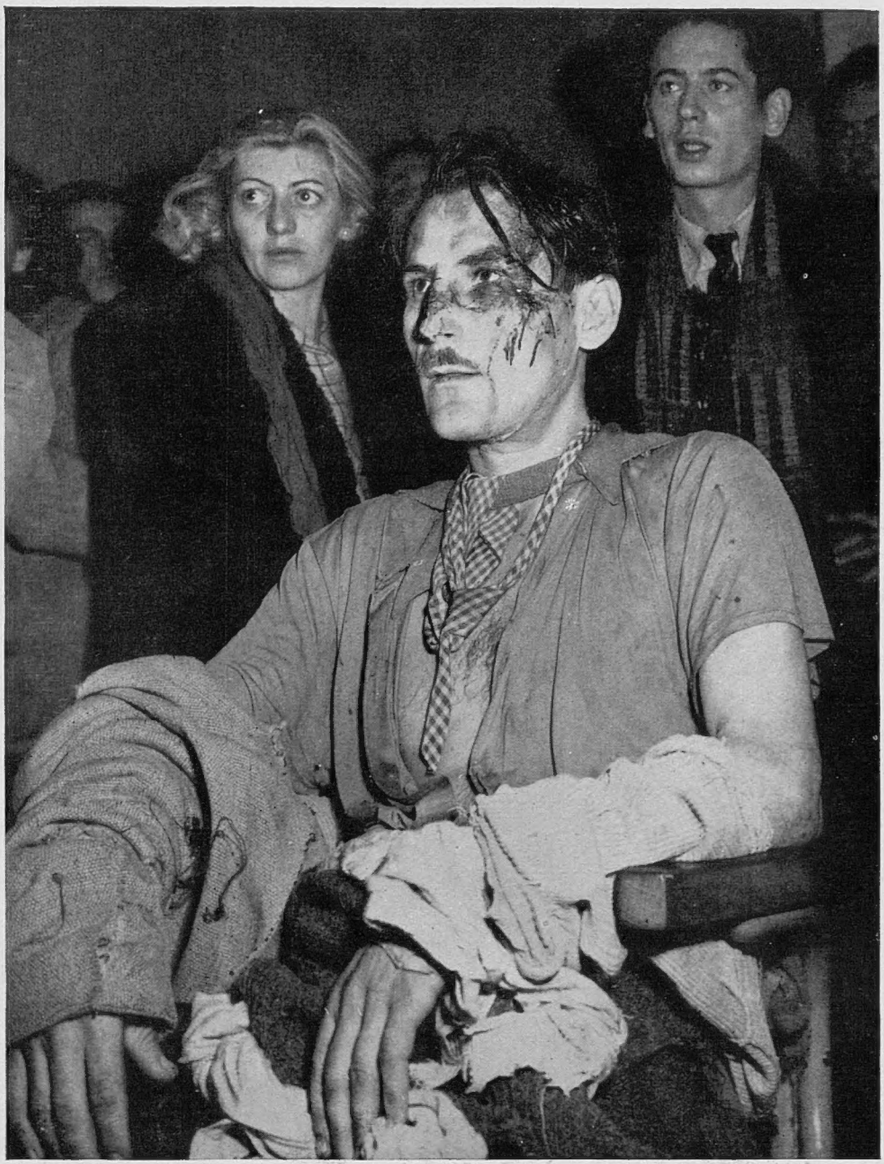
THE STRANGE ALLIANCE : With giant portraits of the leader of the Pro-Soviet Democratic Bloc and of King Michael adorning the platform, Anna Pauker, a well-known Rumanian Communist, addresses an eve of the poll meeting of the Women's Democratic Federation at the National Theatre in Bucharest. The subsequent General Elections were the first to be held in Rumania since 1937

PROPAGANDA IN THE STREETS OF BUCHAREST : One of the posters which the Democratic Bloc employed with effect against Dr. Maniu's National Peasant Party. It shows Dr. Maniu shaking hands with the traitor Antonescu during his trial in 1945, and indicts the party as collaborationist. Some election posters were in Hungarian, Rumania having a large Hungarian minority in Transylvania

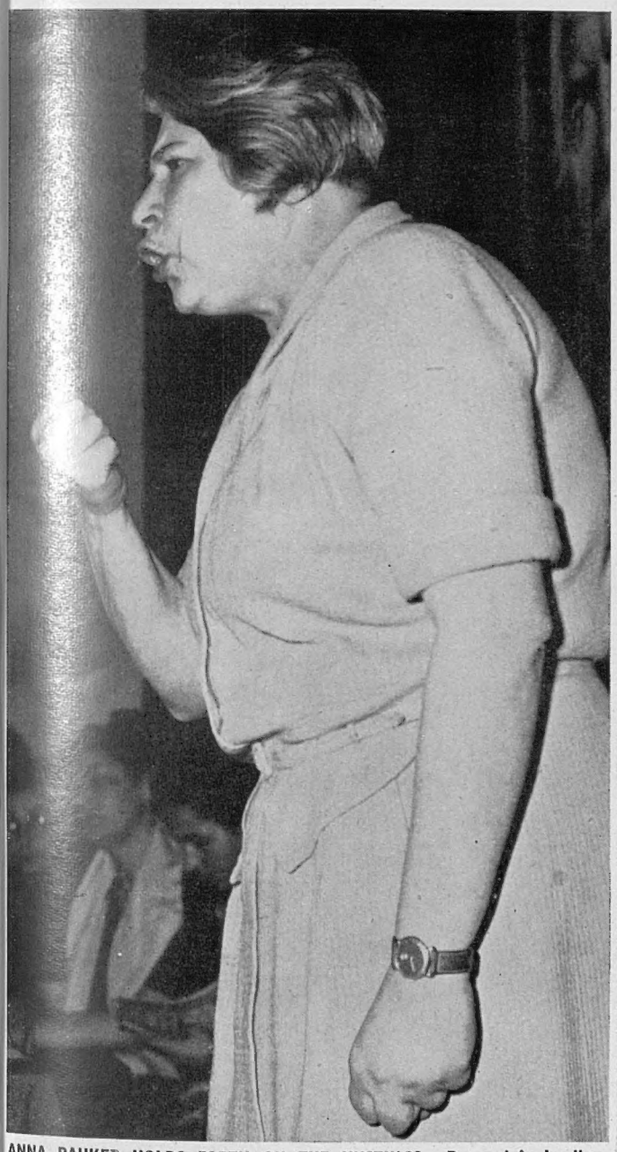
Last week Rumania went to the polls for the first time in nine years, and in an atmosphere of terror not unlike that which obtained in Bulgaria a fortnight earlier, the pro-Soviet Government Bloc was elected by an overwhelming majority, receiving 348 seats in the Rumanian Parliament as compared with the thirty-two seats obtained by the National Peasant Party of Dr. Maniu, the official Opposition. Both the American State Department and the British Foreign Office have protested to Rumania regarding the conduct of the elections, and the assurances from Bucharest that they were conducted according to "the democratic principles of freedom and justice" is quite obviously not borne out by the pictures reproduced on these pages, showing victims of Communist hooliganism in the streets of the Rumanian capital. The figure of six killed in election clashes, which was given out by the Rumanian Ministry of the Interior, is considered conservative. 89 per cent. of the 7,859,212 people on the registers went to the polls, a figure reminiscent of the bulk polling which occurred in Germany in the days of the National Socialist regime



AN OPPOSITION SUPPORTER WHO WAS STABBED IN THE BACK: A young Rumanian having his wound dressed at a local headquarters of the National Peasant Party after an election fracas in the streets of Bucharest. He was distributing Peasant Party leaflets and alleges that he was attacked by a gang of Communists. Altogether six persons were killed in the elections

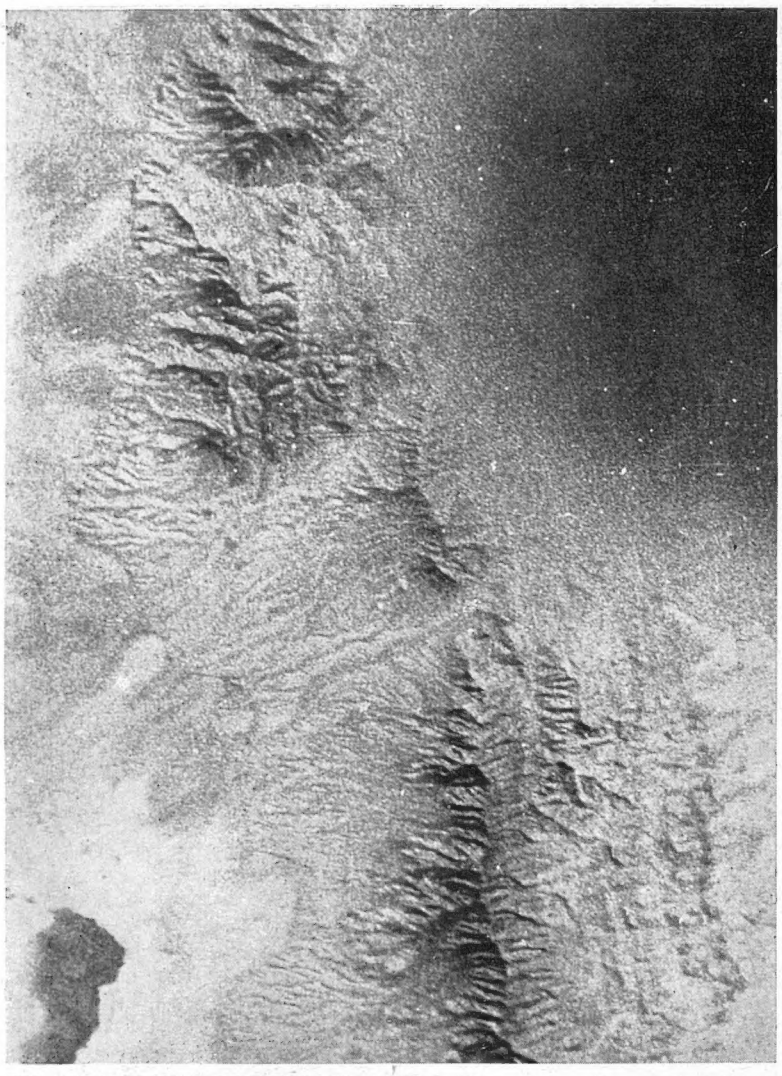


HE SHOUTED "UP MANIU" IN THE WRONG COMPANY: A supporter of the National Peasant Party (the official opposition of Dr. Julius Maniu), torn and bleeding after being attacked by members of the Pro-Soviet Democratic Bloc. Besides receiving a bullet wound in the head, he also sustained injuries on the body from blows by truncheons. Despite this state of affairs, Rumania, through her Foreign Minister, assured the United States Government that "democratic principles of freedom and justice" are being implemented in the elections



ANNA PAUKER HOLDS FORTH ON THE HUSTINGS: Rumania's leading woman Communist delivering an impassioned election address to some of the women of Bucharest. The Democratic Bloc for which she sought votes won a decisive majority, but its methods of winning the election have been much criticised

WAITING TO BE REGISTERED: Women electors, who voted for the first time in Rumanian history, outside a polling registration office in Bucharest. It was suggested originally that polling should take place in factories and offices, but this idea was ruled out when Dr. Maniu's party declared that it might lead to industrial firms bringing pressure to bear on the voters



THE EARTH FROM A HEIGHT OF 30 MILES: This photograph was taken by an automatic camera from the nose of a V 2 as it climbed to a maximum height of 65 miles above the U.S. Army's testing-grounds at White Sands, New Mexico

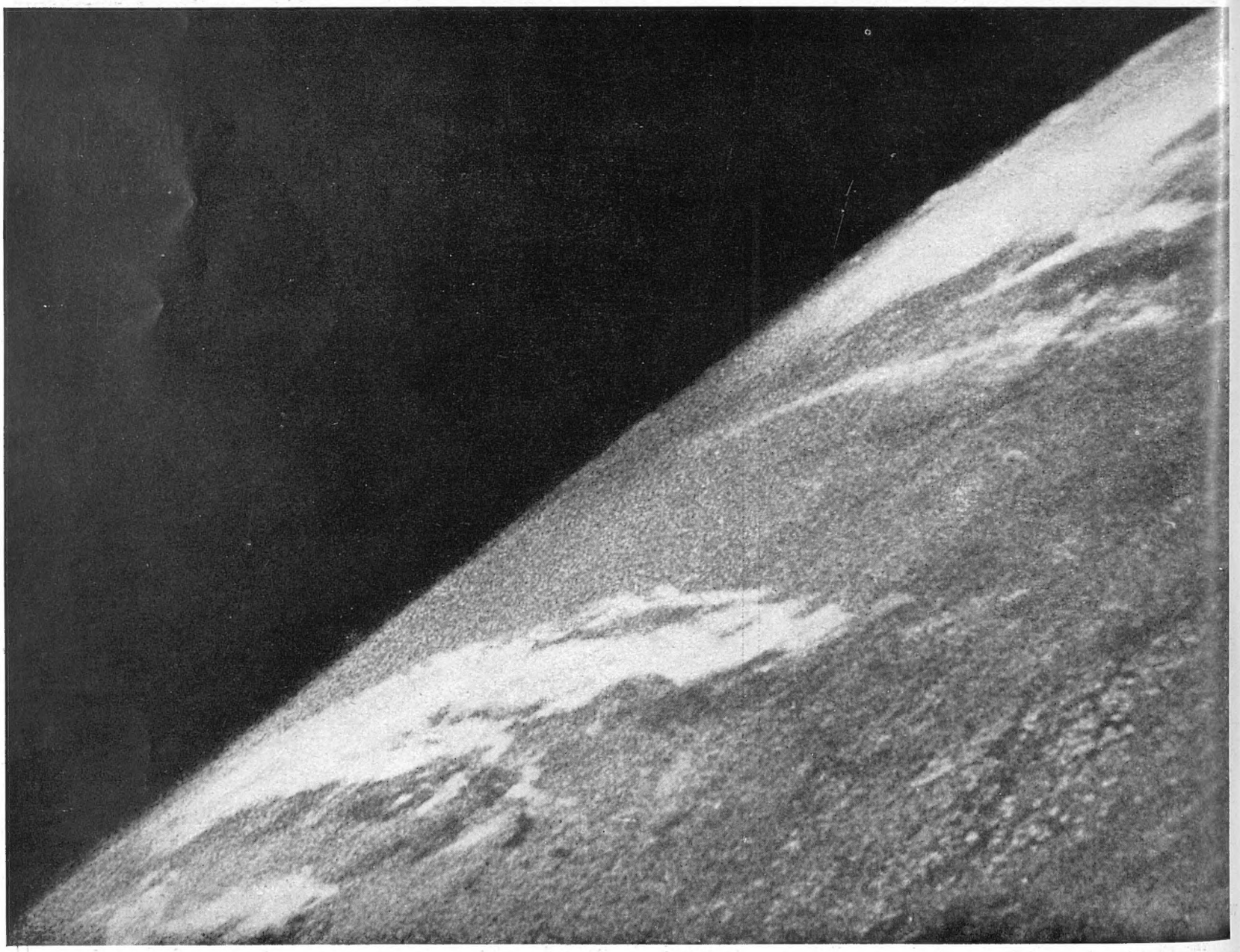
THE EARTH VIEWED FROM 65, 45 and 30 MILES UP

The Remarkable Camera Records of a V 2

The V 2 rocket, the weapon that Hitler reserved for London in the closing stages of the war, is now the subject of intensive research at the United States Army Proving Grounds at White Sands, New Mexico. These ex-German rockets, and also improved patterns made in America, are being fired regularly with a view to compiling military and also scientific data, and in the latest experiment, the results of which are illustrated on this page, a rocket has been sent 65 miles into space, with its war-head equipped with an automatic camera placed in the rocket by scientists of the Physics Laboratory of John Hopkins University. During every second of the rocket's three-minute ascent through the stratosphere to the ionosphere, four pictures were taken, and the most remarkable of them, made at an altitude of 65 miles, shows the horizon at a distance of over 700 miles and the curved surface of the earth. The larger photograph was secured just at the moment when the rocket turned in space, and it outdistances by over 50 miles the previous greatest height from which a photograph of the earth has been taken.

THE EARTH FROM A HEIGHT OF 45 MILES: Another photograph taken from the V 2 as the camera recorded its non-stop sequence of pictures (four in every second) between the heights of 100 ft. and 65 miles

Below—**THE EARTH FROM A HEIGHT OF 65 MILES:** In this picture, taken at the highest point of the ascent, the horizon is estimated at 720 miles. It shows the world's curved surface and looks beyond into the blackness of pure space

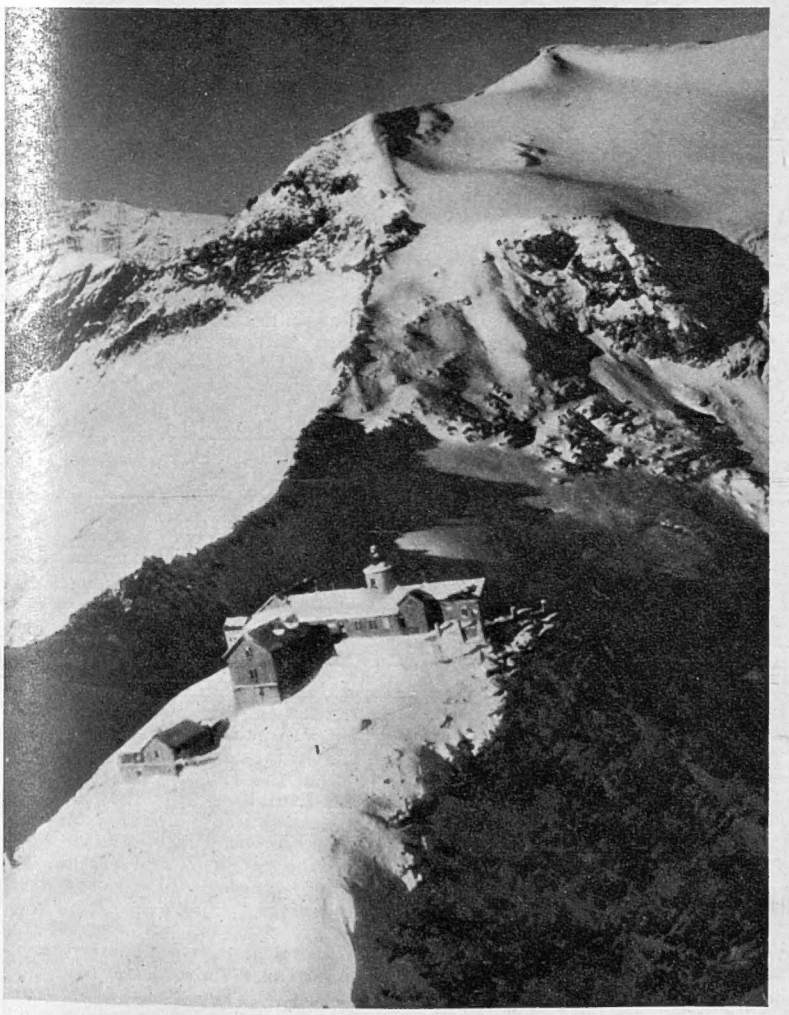


A SNOWBOUND ALPINE WEATHER STATION IS SUPPLIED FROM THE AIR: A U.S. Army C-47 plane of the 60th Troop Carrier Group circling above the U.S. Army's weather station on the summit of Mount Sonnblick in the Austrian Alps before dropping supplies to the two Austrian meteorologists who man the post. Nearly four tons of coal and food were dropped to the men and this will see them through the greater part of the winter

MANNA FROM A C-47

An American Transport Supplies an Alpine Meteorological Station

American aircraft have been active in the Alps during the past ten days following the loss of the Dakota which crashed at 8,000 ft. in the region of the Franco-Italian border. The survivors of that disaster were sought out by planes ready equipped to supply them from the air, and the pictures on this page show a similar operation in progress, though on this occasion of a routine nature. A C-47 transport is seen supplying the meteorological station on the 10,180 ft. summit of the Sonnblick in the heart of the Austrian Alps. This mountain is easily ascended in normal weather, but sometimes it is snowbound for six months of the year and all supplies have to go by air. It is a difficult matter for the dispatcher, who requires all the dexterity of a practised bomb-aimer without the instruments for the job. The summit of the Sonnblick has precipitous slopes on three sides, and a bad shot may send stores hurtling into the abyss. On this occasion all went well, the parcels dropping in the snow a few hundred yards from the station



THE FOOD AND FUEL RELIEF ARRIVES: One of the members of the Sonnblick Meteorological Station, who are often snowbound for six months in the year, can just be discerned standing out in front of the station and awaiting the descent of four tons of parachuted supplies.

A PARCEL OF FOOD DROPS TO ITS DESTINATION: Part of the four tons of supplies being sent down from one of the C-47's which supplied the Sonnblick Meteorological Station from the air. They had to be dropped with great accuracy

RUSSIA DEALS WITH THOSE WHO STRAY

Clowns, Lawyers, Poets, Economists and Teachers Who Fail to Toe the Party Line

By FERDINAND TUOHY

WHETHER Mr. Churchill or (as Moscow avers) Goebbels invented the term "iron curtain," the former popularised it throughout the world, and one can well understand why its currency heightens the anger of those to whom it is applied against the British "warmonger-in-chief." The mere notion that it is forbidden to peep has focused a hard glare on everything and anything Soviet, whereas the Totalitarian State would have only its own flash-lighting of its affairs.

It is tolerably certain that had Mr. Churchill not used the now historically famous term, we should never have heard of several of the piquant and peculiar turns that the Communist Party's drive has taken towards a tightening of ideological discipline in all branches of life. We should never have been able to make the deduction that is open to us from reading how fairies and clowns, lawyers, poets, economists, teachers, farmers and factory managers—even the Army of the Soviet itself—have been ordered to mend their ways, *or* . . .

The attack on the Children's Hour is official, by *Pravda*, which orders the end of "complete ravings under the guise of fairy tales." Good old *Truth* singles out for its special wrath the tale published about a little man, Bibigon, who tumbled from the moon on to a *datcha*. His subsequent behaviour at the country-house is that of a braggart and a liar when he boasts that "a bear shivers with fright before me." Such stuff is "stupid and malicious," and children's stories have got to have an educational plan.

This is part of the severe "down" on the artist generally, and in particular where the Russian exemplar has become infected by "Western bourgeois ideas alien to Soviet ideology." The two things dearest to the artist, working in whatever medium, are more than frowned upon in Russia; they are *out*. The principle that the human being has the right to self-expression, provided it doesn't directly harm others—that is *out*. And the principle that art being the expression of the individual spirit cannot be harnessed to any party or ideology—that is out too. From now on, the artist will positively and finally do the State's bidding or take the consequences.

The reason? What but the extreme sensitiveness to criticism and even to humour which afflicts all who are addicted to dictatorial ways? We have ourselves sensed the beginnings of it, with the banning from the air of jokes about politicians—or should I say of a certain class of joke? Very well, the finger points none the less.

In Russia, a parody of *Eugene Onegin* has been giving trouble. The author, one Khazin, inquired how Pushkin's creation would feel about things if he were to return to Leningrad to-day to find himself confronted with housing permits, ration-cards and, above all, by the lovelies he once admired dressed as traffic police or bricklayers. This is the same thing as saying that "our century is worse than the days of Onegin."

Another author who has been finally warned is Zoshchenko, who has been drinking altogether too much from "bourgeois culture." "We Soviet patriots cannot really debase ourselves to the point of admiring it or its disciples." What got Zosh really in bad was a tale called *The Monkey's Adventures*, in which the monkey opines that no politics are the best politics, and "as good as says that life in a cage is to be preferred to life among the Soviet people."

There was nothing Swiftian or Gulliveresque about the octogenarian poetess Akhmatova. A fanatic of "art for art's sake," she wrote, as do so many poets, of love and loneliness, sadness and death, and that sort of thing has no part in Soviet philosophy. The old lady was given her warning in these bold words, which might well be retained: "These works only sow pessimism and a desire to escape from the urgent problems of social life, to stray from the wide path of social endeavour into *the narrow little world of personal experience.*" The italics are mine, and that will be all, I think.

No, not quite all. It seems that Soviet Russia is not disposed to have work by such as Zoshchenko and Akhmatova published in the buffer States which she has formed into a protective glacis about her. The Russian writer Fadeyev made this clear in Prague, where he admonished the Czechs for "rummaging in our dustbins."

One had thought the Soviet Press had long been completely to heel. It, too, comes in for a severe handling, notably in Leningrad and Kiev, for failing to stamp on the writers and poets who "preach a putrescent vacuum of ideas, cheap taste, and a non-political approach." Editors are told they have acquired "a rotten liberalism which always sacrifices States and nations for the sake of friendly personal relations."

The Communist Party itself is rebuked in the Ukraine, where it has not paid "sufficient attention to the political education of the intelligentsia and has failed to organise criticism of the bourgeois and national ideology hostile to the Soviet people."

And these are the waters in which a film monopoly may land one: "Mr. Ivan Bolshakov, Soviet Film Minister, accepted the stinging criticism of Mr. Korniets, Deputy Premier of the Ukraine, and undertook to get the film industry to conform to the strict ideological trends decreed by the Central Committee of the Communist Party." Mr. Bolshakov said, "Our main task in the film industry is to show the high moral quality of the Soviet people on the proper ideological level." There is something faintly familiar about this too, nearer home, the preaching on a high moral level and the self-boosting as a nation.

And what have the Russian lawyers been up to? They are being purged too. The Soviet Minister of Justice has a rod in pickle for the Moscow Lawyers' Collegium. Many lawyers, it appears, possess only a very blurred idea of Soviet legislation. Others collect exorbitant fees and often mislead clients by accepting briefs in obviously hopeless cases. So legal departments are to be opened far and wide for the dual purpose of teaching lawyers the law and checking what they draw.

That time-honoured yearning of all good clowns—to be taken seriously—has been recognised in the Soviet Union, and on a national scale. This red-letter day beneath the Big Top was ushered by the Art Council of Soviet State Circuses, which passed to action following complaints about the unsatisfactory nature of the cross-talk used by the majority of Soviet clowns. A contest is to be held, when the Grimaldskis and Footitovs will submit their cross-talk to suitable judges, who will insist that only jokes sustaining the Communist ideology shall be passed for ring and footlights.

The Army of the Soviet likewise comes in for its meed of criticism and rebuke; not, it is true, on the score of ideological slackness, but for "carefree attitudes." "It is not possible," declares *Red Star*, "to leave unpunished carefree attitudes, and acts incompatible with morality, on the ground of wartime bravery and heroism." Yet it seems to be in no small degree a case of *cherchez la femme*, for we further hear that it has become a habit of Soviet girls to go for "blind dates" in theatres. "These girls buy two tickets, selling the second one to a man, preferably a soldier visiting Moscow." And these meetings "often end up in an hotel room after a spell of drinking and dancing in a restaurant."

What ideas Ivan did bring back from the West! Though I seem to remember just that kind of thing happening in Moscow when I was very young, without us having to buy tickets from girls at theatre doors.

The purging of economists will be appraised in some quarters as the most suggestive item in this Scrapbook, though others may deem an inability to "take it" from clowns to be more revealing. At any rate, the economists, and through them, farmers and factory managers, have brought down language of a sternness second only to that thrown about the artists, some of the best of whom, being anarchists, will never find peace under any form of Collectivism.

Quite a number of Soviet economists have been a real flop, it appears. They were given everything to go upon—the finest fruits of Marxism-Leninism. They could have achieved an indisputable superiority over bourgeois economists since they relied on "a genuine science of the laws of social development—Marxism-Leninism." But they have let down the Russian State "unpardonably" by failing to devote sufficient attention to "the advantages of the Soviet social regime, the character of the economic laws of Socialism, and Socialist planning."

"Obsolete," "pedants," "loafers," are words flung at the economists who haven't even unmasked the gaping fissures in the bourgeois-capitalist economy. "These men have failed in their duty to criticise before international public opinion the scientifically groundless and ideologically harmful theories of the apologists and 'reformers' of capitalism."

WHEN LIFE IN THE RED ARMY WAS FREE AND EASY: A British Press correspondent interviewing a Russian girl on point duty in Berlin in the first days of the occupation. Between them stands a Soviet correspondent. Of recent months there has been a great tightening-up of discipline in the Soviet forces, and in the Soviet Press there has been considerable criticism of what are termed "carefree attitudes which cannot be excused on the grounds of wartime bravery"

THE INTERROGATOR: An earnest young officer of the Red Army seen during a visit to a house in Berlin, where he was searching for German suspects. The new earnestness in the post-war Red Army is much noticed by British officers who work side-by-side with the Russians in Berlin

A FRANCO-BRITISH OCCASION: Union Jacks and Tricolors adorning the balcony of the Hospice de Beaune, in the heart of Burgundy, when Mr. Duff Cooper inaugurated the annual wine sale and people came from far and wide to make their bids. The entire receipts go to the Dames Hospitalières, who carry on their charitable work at Beaune as they did in the Middle Ages

The British Ambassador at BEAUNE and NUITS ST. GEORGES

Attending the Burgundian Wine Sales

Last week in the heart of Burgundy, the land of Beaune, Pommard, Chambertin and Santenay, where nearly every town and village has a name familiar to lovers of good wine, Mr. Duff Cooper, the British Ambassador, attended two interesting ceremonies in connection with the vintage. At Nuits St. Georges he attended the headquarters of the Confrérie des Chevaliers du Taste Vin, and at a picturesque ceremony he was installed as a Grand Officer of the Order. On the following day the Ambassador was in neighbouring Beaune at the candlelight dinner in the tapestry-hung cellars of the hospice, and later presiding at the annual wine sale at which 197 hogsheads fetched a total of about £33,000.

TASTING THE CHOICEST WINES OF BURGUNDY: Mr. Duff Cooper (centre), the British Ambassador, and General de Lattre de Tassigny (right) seen during their visit to Nuits St. Georges

THE CANDLELIGHT DINNER AT THE HOSPICE DE BEAUNE: The scene in the great cellar as Mr. Duff Cooper and other distinguished guests enjoyed the rare Burgundy vintages before the opening of the wine sale. At the sale 172 hogsheads of red burgundy and 25 of white were sold to buyers from many countries

TOASTING THE WINES OF BURGUNDY AND INTERNATIONAL ACCORD: Mr. Duff Cooper, the British Ambassador to France, speaking at the dinner in the tapestry-hung cellar of the Hospice de Beaune. On the right is Lady Diana Cooper, the Ambassador's wife. *On left*—The scene on the previous day in the cellars at the Nuits St. Georges headquarters of the Confrérie des Chevaliers du Taste Vin, where the Ambassador was installed as a Grand Officer of the Order. Mr. Duff Cooper is seen lifting the silver cup to his lips when tasting the vintage

AMERICANA

The Republicans Sweep Into Office in the United States Senate and House of Representatives, and Other News from the United States

The political situation in the United States to-day is by no means without precedent, and it is one that is deeply embarrassing for Mr. Truman. As a result of the sweeping Republican victory at the polls, a victory which has given the G.O.P. control of both the Senate and the House of Representatives, Mr. Truman, the Democrat, as chief of the Executive, is faced with a Republican policy-making legislature. The situation will remain like this for two years until the elections of 1948, and it is reminiscent of the closing years of President Wilson's unhappy second term. Although President Truman is still armed with his powers of veto, much authority passes into the hands of the Senate and House Steering Committees, of which Senator Taft and Representative Martin are the respective Chairmen, and pictures of the first meetings of these two powerful committees are given on this page. Their dealings with the White House will be watched with interest. In Foreign Affairs it is not expected there will be any changes

TO PLOT THE REPUBLICAN PARTY'S COURSE: Members of the Senate Steering Committee, which with the House of Representati Steering Committee met in Washington soon after the election results were known, to outline the legislative programme the next two years. Republicans are now in full control in the Senate and the House. Left to right—Eugene D. Millikin, Wayland Bro George H. E. Smith (standing), Robert Taft (Chairman), Carl Loeffler (standing), Styles Bridges, Wallace H. White and Harlan J. Bushf

THE ELEPHANT RAMPANT: With his trunk raised in salute, the symbol of the Republican Party has a place of honour at the first meeting of the House of Representatives Steering Committee, one of the two policy-making bodies in the new Congress. Left to right, seated—Clifford R. Hope (Kansas), Thomas Jenkins (Ohio), Roy Woodruff (Michigan), Joseph Martin (Massachusetts), Harold Knutson (Minnesota) and J. Roland Kinzer (Pennsylvania). Standing, left to right—John M. Robsion (Kentucky), Clarence Brown (Ohio), Leo Allen (Illinois), Leslie C. Arends (Illinois), Earl C. Michener (Michigan) and Charles A. Halleck (Indiana). As the new Speaker of the House of Representatives, Mr. Joseph Martin has a key job and, with the defeat of the Democrats, inevitably takes over certain important Executive functions from the White House

NOW A POWER IN THE LAND: Senator Robe Taft, chairman of the influential Senat Steering Committee. Like Representative Josep Martin, his opposite number in the House, he w play a large part in the nation's affairs. Senato Taft is a strong candidate for nomination to th Presidency in 1948. His father was Presiden

On right—**THE UNITED STATES ATOMIC ENERGY COMMISSION MEETS AGAIN IN NEW YORK: The gathering round the horseshoe table at the Commission's first meeting for four months. In the foreground, towards the left, is Sir Alexander Cadogan, the British representative, and in the centre of the horseshoe is Colonel Mohamed Bey Khalifia, of Egypt, the Chairman of the Commission.** The Commission met in happier circumstances than before, as the gathering coincided with an optimistic declaration by Mr. Molotov, who prophesied that the Allies would remove their differences on the question of outlawing atomic energy, and it also coincided with the creation by President Truman of a civilian commission which will have full charge of atomic energy within the United States. This civilian authority, headed by Mr. David Lilienthal, will take over all atomic energy plants and will help to convert them to peaceful purposes. The U.S. representative on the United Nations Commission is Mr. Bernard Baruch

THE POSITION OF "OLD GLORY"—A FINE POINT, BUT IT INTERESTED NEW YORKERS! The flags of Britain, the U.S.S.R., France and the United States flying outside the entrance to the Waldorf Astoria when the Big Four assembled there for the opening meeting. The policeman on the pavement is pointing out that the flags are wrongly placed, the Stars and Stripes appearing last in line from the delegates' direction of approach to the building

COPING WITH NEW YORK'S VITAL TRAFFIC PROBLEM: An architect's drawing showing the clover-leaf approach to Queenborough Bridge which has been recommended by the City Planning Commission. If this system is adopted it will be possible to increase by a large margin the rush-hour flow of traffic from the cramped area of Manhattan (in foreground) across Blackwell's Island to Long Island City. Thousands of New Yorkers leave by this route each night to the various coastal resorts of Long Island, among them being Flushing Meadow, the headquarters of the United Nations. The Queenborough Bridge is a double decker

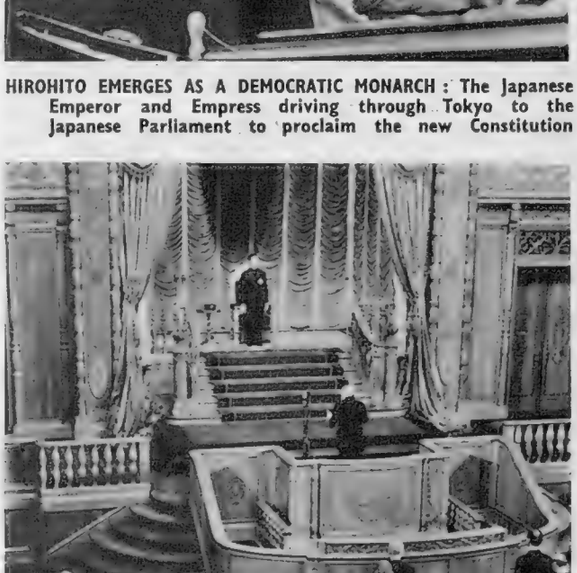
Below—AN ASPECT OF MODERN MANHATTAN: This picture, looking south-west from the Queenborough Bridge, shows the present system of decked roads enabling traffic from the centre of New York to leave the congested area at comparative speed, using the fringe of Manhattan Island. Unfortunately the traffic reaches a bottleneck at the Queenborough Bridge, and the City Planning Commission is recommending the construction of a clover-leaf approach to the bridge, as shown in the picture above on right. The whole scheme runs into millions of dollars. In the foreground on the right are the old houses of Beekman Hill and also apartments with gardens actually built over the roadway

A SURVEY OF FOREIGN AFFAIRS

AN INDIAN FESTIVAL WHICH PASSED OFF QUIETLY: Muslims praying on the Great Maidan in Calcutta at the festival of Id-ul-Zuha, when the expected trouble did not occur

THE TANKS WERE READY: Men of the 25th Dragoons on duty outside one of the Calcutta mosques on the Muslim festival of Id-ul-Zuha, when it was widely expected that there would be bloodshed throughout India just as there had been only a few days previously at the great Hindu festival of Kali Puja. After the first week of November, when looting and incendiarism were rife in many parts of Calcutta, conditions improved

HIROHITO EMERGES AS A DEMOCRATIC MONARCH: The Japanese Emperor and Empress driving through Tokyo to the Japanese Parliament to proclaim the new Constitution



HIROHITO IN THE CHAMBER OF PEERS: While the legislators stood with bowed heads the Emperor heard an address of welcome, and he then read out the Imperial Rescript concerning the new Constitution of Japan. The Emperor's message set forth in particular the organic law proclaiming the sovereignty of the people and renouncing for ever the maintenance of armed force in Japan

CONSTITUTION DAY IN TOKYO—75,000 JAPANESE CONGREGATE IN FRONT OF THE IMPERIAL PALACE: This was the dramatic scene as citizens assembled to hear their Emperor officially proclaim the new Constitution before going to the Parliament House to read the Imperial Rescript. The Emperor, who now goes among the people with regularity and invariably in Western dress, remains, as ever, the focal point of Japanese loyalty, and it is the intention of General MacArthur's administration that these frequent public appearances shall destroy for good the Japanese belief in the Emperor's divinity. The new Constitution, which gives Japan a pattern for democracy, was proclaimed, oddly enough, on Meiji Setsu—the birthday of the war-like Emperor Meiji

DURBAR DAY IN GWALIOR: The thirty-year-old Maharajah, ruler over an Indian state half as big as England and Wales and over 4,000,000 of India's people, seated on cushions among his retainers when reviewing the great parade at the Purjar Durbar. A feature of the day was the presentation to the Maharajah of a white horse which was specially bred for the occasion and had never been saddled. The horse recalls the ancient custom in the State of Gwalior whereby a sacred horse, on which only a god was worthy to ride, was allowed to stray where it willed. Warriors followed in its wake, and as soon as anybody sought to capture the horse the warriors dealt with the assailant as the King's enemy

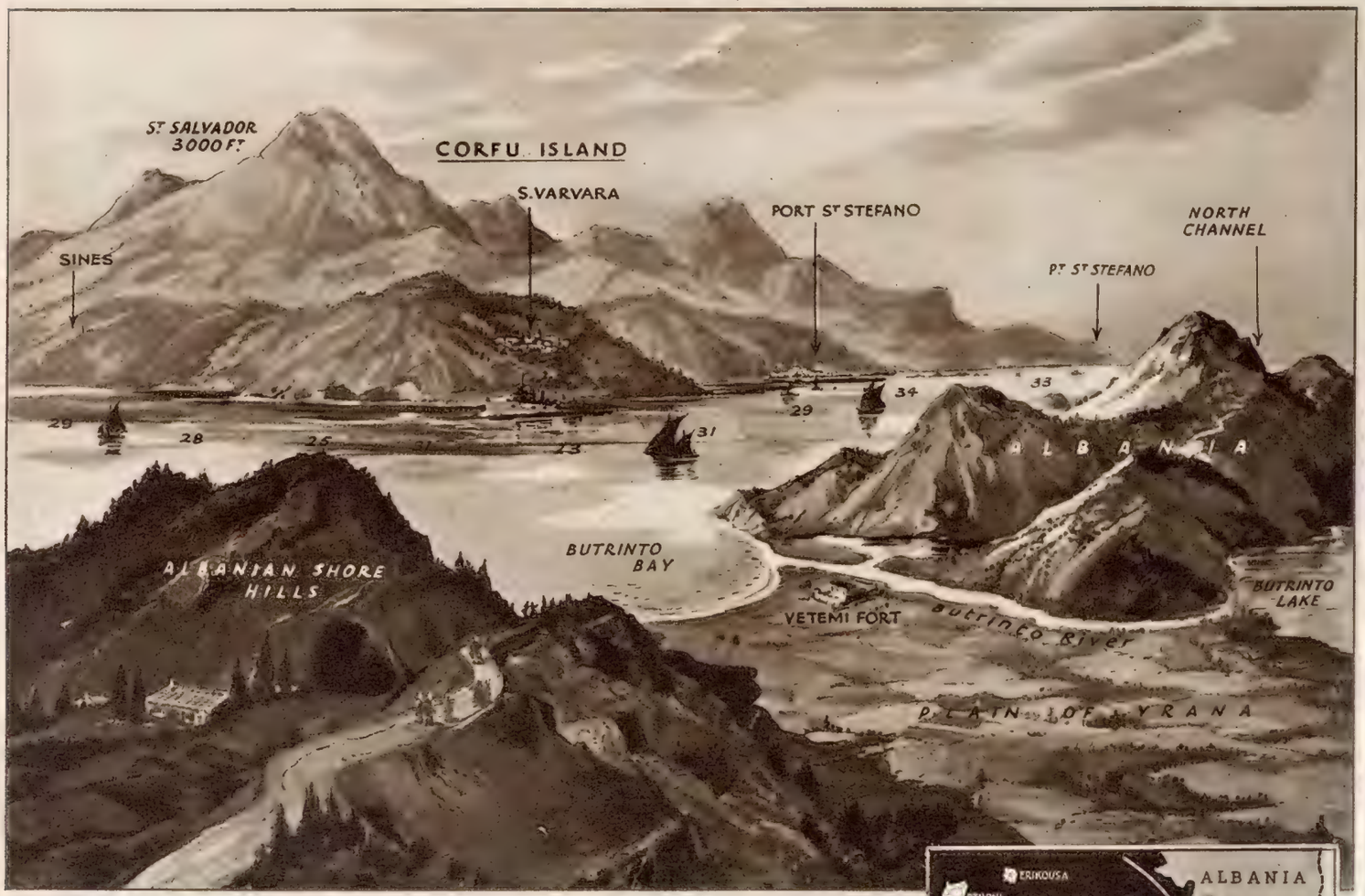
CELEBRATING THE TWENTY-NINTH ANNIVERSARY OF THE RUSSIAN REVOLUTION: The Victory Monument in Berlin's Tiergarten brilliantly spotlighted by the Soviet Occupation Forces. The monument bears the dates 1941-1945 and records all the principal land battles from Stalingrad to the Oder. The figure of a Red soldier surmounts the dignified colonnade. In Moscow the twenty-ninth anniversary was marked by the usual elaborate ceremonial in the Red Square, and troops of the garrison and a procession of workers passed through the capital. The salute was taken by Marshal Govorov, who drove the Germans back from Leningrad. Mr. Stalin was not present, but the streets were decorated with portraits of him

INVOKING THE PROTECTION OF ST. ANTHONY OF PADUA: A patient from one of the Maltese hospitals, suffering the effects of paralysis of both feet, talks with Bishop Galen during an open-air gathering at Valetta of many hundreds of sick who came from all parts of Malta in the hope of a cure. The celebrations, which lasted a week, were held in connection with the relic of St. Anthony. It is said to be part of his jawbone. The Saint, who died in the year 1231, gained an immense reputation for piety as a preacher in France and Italy

MUSOLINO IS NOW A FREE MAN: The bearded ex-bandit, who forty years ago was the most feared man in Calabria, spreading terror through the countryside, being interviewed after his release. As a young man Musolino put himself at the head of one of the most notorious bands in Southern Italy, and when he was captured he was sentenced to life imprisonment

GEORGE DIMITROV HAILS THE COMMUNIST VICTORY AT THE POLLS: The Bulgarian leader acknowledging greetings after the announcement that his party had won 278 out of the 465 seats in the Constitutional Assembly. The General Elections in Bulgaria, it is understood, were in some places carried out in an atmosphere of terror, and British observers who were in Bulgaria at the time of the voting seemed to be of the unanimous opinion that the Communists were making sure that nothing would oust them. Dimitrov, it will be remembered, leapt into world fame at the Reichstag Fire Trial, when he replied with vigour to the denunciations of Goering

EX-KING UMBERTO AND EX-QUEEN MARIE JOSE IN EXILE: The former Italian King and Queen, who abdicated last June after the briefest of reigns, seen together in the grounds of the Villa Boa Vista, where they are now living in retirement in Portugal. The villa is situated among the woods in Collares, a celebrated wine-growing district of Portugal, and it has been placed at the King's disposal by the Duchess of Cadaval. The Queen, sister of Leopold III of the Belgians, is studying Portuguese



WHERE THE DESTROYERS "SAUMAREZ" AND "VOLAGE" WERE DAMAGED BY MINES: A diagrammatic sketch of the Corfu Channel in which the two warships both hit mines on October 22, forty-three British naval officers and men losing their lives. Since then an inquiry has been instituted and a spokesman of the Mediterranean Mines Clearance Board in Rome has indicated that the mines were laid in this international waterway after the end of the war and without proper notification—*Drawing by E. G. Lambert*

THE MINING of the CORFU ROADS

The Disaster to Two British Destroyers Leads to an International Inquiry

The question of the mining of the Corfu Channel and of the disaster to the destroyers *Volage* and *Saumarez* has been in the forefront of the news for five weeks, and during that time Albania has protested to the United Nations against Britain's "aggressive behaviour in Albanian territorial waters" and Britain has replied with a firm note to Albania, emphasising the international character of the waterway in which the disaster occurred. The attitude of the Albanian Government appears to disregard the well-established principles of international law which govern the status of international waterways, and it has been pointed out that the northern entrance to the roadstead of Corfu, where the disaster took place, is less than three miles wide and is therefore an international waterway over which neither riparian power can claim exclusive jurisdiction, and through which warships and merchant ships have an unrestricted right of passage at all times. During the war this channel was obstructed by minefields, but since October 1944 the channel has been swept on three occasions, the last time being in August of this year, when units of the Greek Navy were responsible for the task. It therefore appears that the mines which hit the *Volage* and *Saumarez* were laid recently, and a spokesman of the Mediterranean Mines Clearance Board in Rome confirmed that they were of a German type and had not been in the water six months.

AN INTERNATIONAL WATERWAY: A sketch-map showing the narrow northern entrance to the roadstead of Corfu which, being less than three miles wide, has definite international status, warships and merchant ships having an unrestricted right of passage at all times. Albania has claimed that by using the channel the British destroyers "Saumarez" and "Volage" were attempting to provoke incidents in Albanian territorial waters

ATHENS HAS ITS OWN WAR CRIMES TRIAL: *Left*—**Admiral Nicholas Zacharias, the Greek naval prosecutor, reading out the charges against General Mueller and General Brueur, who are accused of atrocities in Crete.** *Right*—**General Mueller, paper in hand, making a statement to the Court in which he declared that the trial was illegal. He is a former military governor of Crete. General Brueur, who was commandant at Heraclion, is standing one pace behind him**

GREECE INDICTS GERMAN GENERALS

On left—Charged with having ordered the execution of more than 3,000 Greeks, with burning scores of villages, and with sending hosts of Greeks into Germany for forced labour, General Frederick Wilhelm Mueller, former S.S. Military Governor of Crete, and General Bruno Brueur, former Commandant of Heraclion, in Crete, have been facing the war criminals' court in Athens. They produced the familiar defence that they were being tried illegally, because they were charged with the violation of laws that did not exist at the time that the acts were allegedly committed. The chief prosecutor was Admiral Zacharias

German Generals Stand Their Trial in Rome for THE MASSACRE OF THE ARDEATINE CAVES

Of all the trials of war criminals none has inflamed Italian public opinion more than the trial of Colonel-General Eberhard von Mackensen and Lieut.-General Kurt Maeltzer, who were Germany military commanders in the Rome region and city respectively in March 1944. It was then that the Germans massacred 335 Italians in the Ardeatine Caves, on the Appian Way, the massacre being ordered as a reprisal for the deaths of thirty-two German S.S. Colonel Halse, who opened the case for the prosecution, said that the two accused and Kappler, chief of the Rome S.S., decided, in accordance with higher policy, that ten persons should be executed for every German victim. Ultimately 335 persons, fifteen more than was originally intended, were arbitrarily selected from a Rome prison, among them 176 men who had never been tried. The victims, their hands tied, were marched into the Ardeatine Caves in batches, made to kneel, and then shot in the back of the head by S.S. men. Finally a mine was exploded, and the caves collapsed on the piled-up corpses

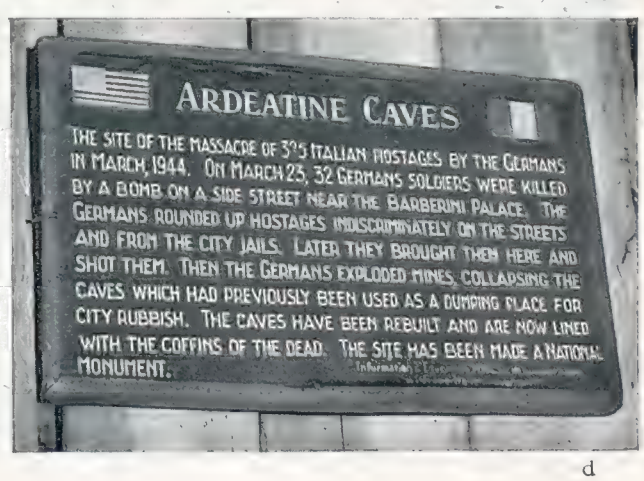
THE DEFENDANTS AND THEIR COUNSEL: Lieut.-General Kurt Maeltzer, German military commander in the City of Rome in March 1944, leaning forward from the dock to have a word with his legal adviser at the start of his trial in Rome for the massacre of 335 Italians in the Ardeatine Caves. His fellow-prisoner, Colonel-General Eberhard von Mackensen, was his superior commander in the region at the time of the massacre. Mackensen can be seen on the left of the dock holding his hand to his head. He is a son of the celebrated Field-Marshal von Mackensen, commander in the First World War

MACKENSEN AND MAELTZER IN THE DOCK: The two generals seated beside their interpreter during their trial in Rome on charges of being concerned in the massacre of the Ardeatine Caves. They sought to implicate their superior commander, Field-Marshal Kesselring, and last week Kesselring was flown out to Rome to give evidence

Below—**WHERE THE 335 ITALIANS WERE MACHINE-GUNNED: A member of the Carabinieri beside the spot in the caves where the Germans killed their hostages in revenge for the Rome bomb attack**

THE FLOWER-DECORATED COFFINS NOW LINE THE ARDEATINE CAVES: A scene within the national shrine commemorating the 335 hostages who were put to death by the Germans. After the hostages had been shot the Germans sealed the caves by exploding mines at the entrance. Who gave the actual order for the massacre has been the main point facing the prosecution at the Rome trial, and one witness declared that it came from Kesselring's headquarters

On right—**THE STORY OF THE MASSACRE: A notice-board outside the Ardeatine Caves proclaiming the German action and nominating the caves as a national shrine. Every Sunday citizens go in hundreds to this shrine on the Appian Way**



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DOWN TO THE SEA IN U.N.R.R.A. LORRIES—HEADING FOR THE ESCAPE PORT OF LA CIOTAT: An artist's impression of the scene as illegal Jewish immigrants made their way to the little French Mediterranean anchorage. Some of them had come from the neighbouring displaced persons camp and some had been brought all the way by road from Switzerland. Altogether 1,250 immigrants were embarked in the S.S. "San Dimitrio," and they then sailed for Haifa. There is evidence to show that U.N.R.R.A. transport was used for the journey to La Ciotat. The port, it appears, has been employed on numerous occasions by parties of immigrants.—*Drawing by E. G. Lambert.* *On right*—**A sketch-map showing the position of La Ciotat, on the Riviera, midway between Marseilles and Toulon**

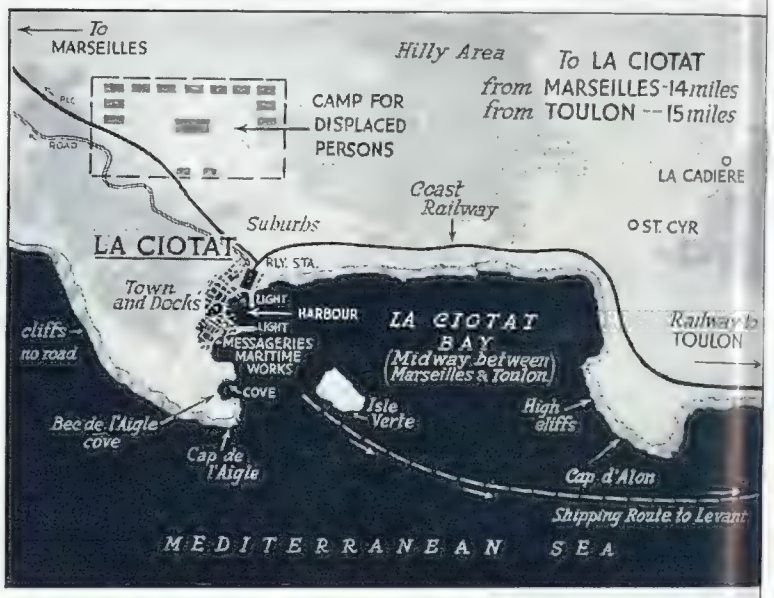
ESCAPE VIA LA CIOTAT

A Riviera Port of Illegal Jewish Immigration

How the "San Dimitrio" Made the Trip from La Ciotat to Haifa

When the whole story of illegal Jewish immigration from Europe to Palestine comes to be told, it will undoubtedly reveal planning and ingenuity of a high order. Meanwhile, the facts are slowly but surely coming to light, and the latest news concerns the use of La Ciotat, a little town of the French Riviera, as a port of escape. In the neighbourhood of La Ciotat is a Jewish displaced persons camp, and it is known that many of these D.P.s, joined by others from farther afield, have boarded motor-boats at La Ciotat and, in accordance with prearranged signals, have been taken out to vessels waiting in the anchorage, being conveyed subsequently to the shores of Palestine. This happened on the largest scale in

(*Continued on right*)



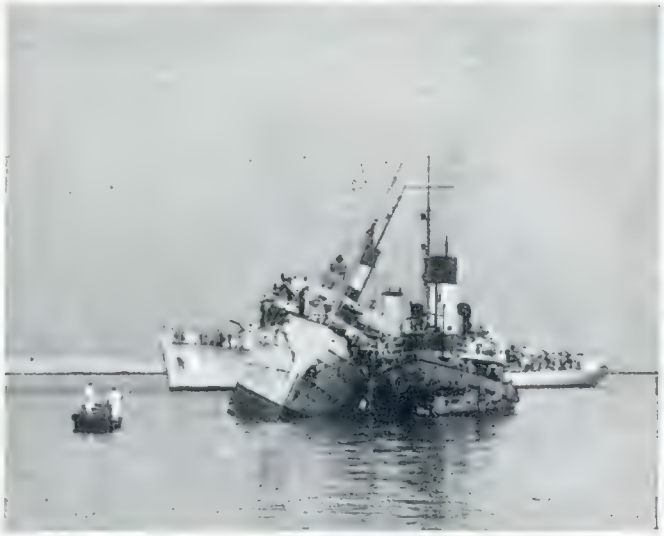
Below—**THE LAST HECTIC MOMENTS OF THE FLIGHT FROM FRANCE: An artist's impression of the scene as illegal Jewish immigrants went out in motor-boats to join the "San Dimitrio" and other craft waiting in the anchorage of La Ciotat to take them on the hazardous journey to Palestine. When the "San Dimitrio" took on board 1,250 immigrants she was flying the flag of Panama and was nominally under charter by a Swiss company. The whole enterprise gave evidence of elaborate planning—**

Drawing by W. G. Whitaker

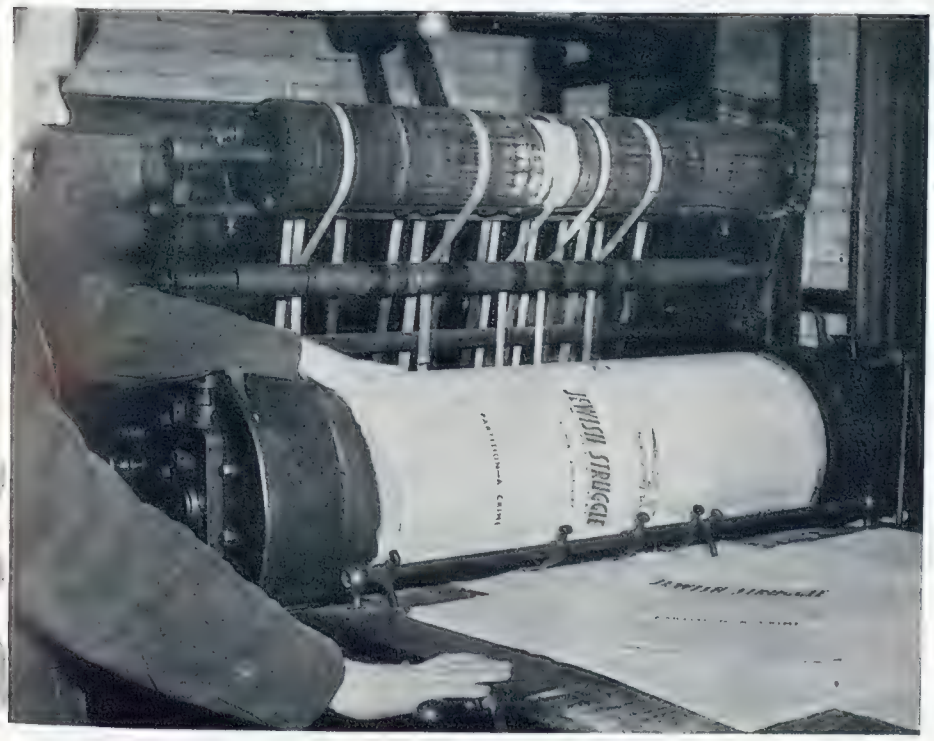
THE "SAN DIMITRIO," WITH A DANGEROUS LIST, IS WARPED INTO HAIFA HARBOUR BY A TUG: This was the appalling spectacle after the seventy-five-year-old, 750-ton vessel, with 1,250 illegal immigrants on board, was intercepted in Palestinian waters by the British patrol. The "San Dimitrio" crossed the Mediterranean in twelve days and nearly capsized during the journey. Her 1,250 passengers were removed to the "Empire Heywood" and the "Ocean Vigor" and sent to Cyprus

(Continued from left-hand page)

the *affaire* of the *San Dimitrio*, a vessel seventy-five years of age and in a shocking condition. The *San Dimitrio*, it appears, arrived at Marseilles from Antwerp under charter by a Swiss company, reaching the South of France on October 12. On October 18 the *San Dimitrio* left Marseilles, giving her destination as Beirut, and on leaving territorial waters she hove to until the next morning, and then anchored in La Ciotat harbour. A few hours later she took on board 1,250 Jewish passengers, some of whom had come from the neighbouring displaced persons camp and some from Switzerland. The *San Dimitrio* then sailed for the Eastern Mediterranean, and nothing more was heard of her until, in an almost sinking condition, she was intercepted off the port of Haifa by the British patrol. The story of how she was brought into harbour is shown in the accompanying pictures. Her 1,250 passengers were transhipped to Cyprus



THE "SAN DIMITRIO" JUST MAKES PORT: *Left*—The seventy-five-year-old immigrant ship being helped into Haifa by a tug, while a warship watches over the proceedings, and (*right*) the "San Dimitrio," listing at a perilous angle, is tied up at the quayside. Last week Mr. Dugdale, Financial Secretary to the Admiralty, indicted those responsible for sending the "San Dimitrio" to sea



On left—

JEWRY CARRIES ON THE FIGHT IN LONDON: Copies of a paper called "Jewish Struggle" being printed on a press in Whitechapel. The paper, which prints broadcasts from the Jewish underground radio and news from the Palestine extremist group, Irgun Zvai Leumi, has a circulation of 2,000 copies. It has attracted the attention of Scotland Yard's Special Branch. The publishers are believed to be a group of young students, but their editorial offices are unknown. The printer declares that he is not interested in the views expressed in the "Jewish Struggle"

AN AMNESTIED LEADER: Dr. Moshe Sneh, organiser of Haganah, the Jewish Resistance Movement, seen on arrival in London from New York. He was on his way to Palestine, where he can now return as a result of the recent amnesty granted to the Jewish leaders who are now pledged to combat terrorism. Dr. Sneh, who is thirty-eight, is a member of the Jewish Agency

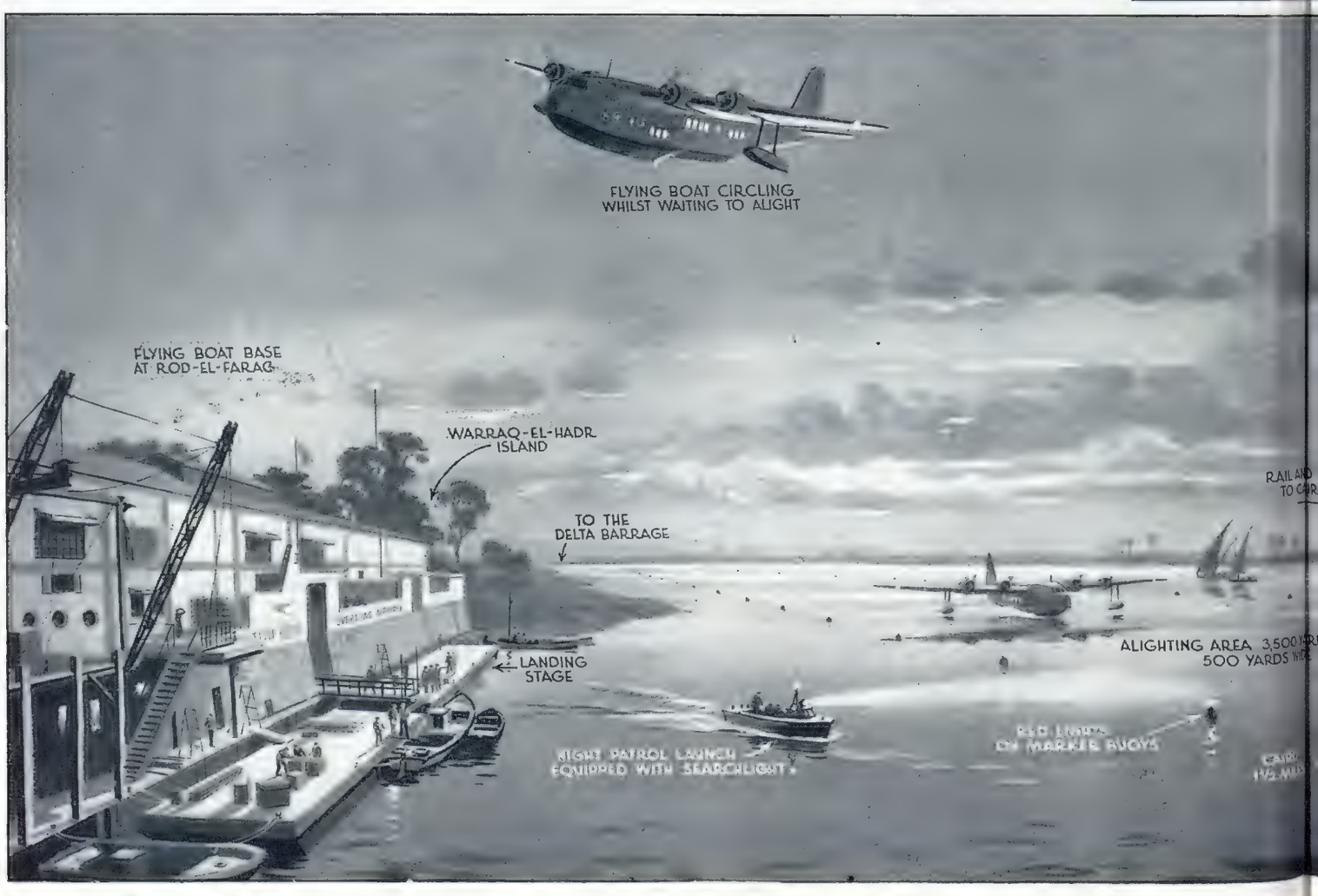
Aviation News

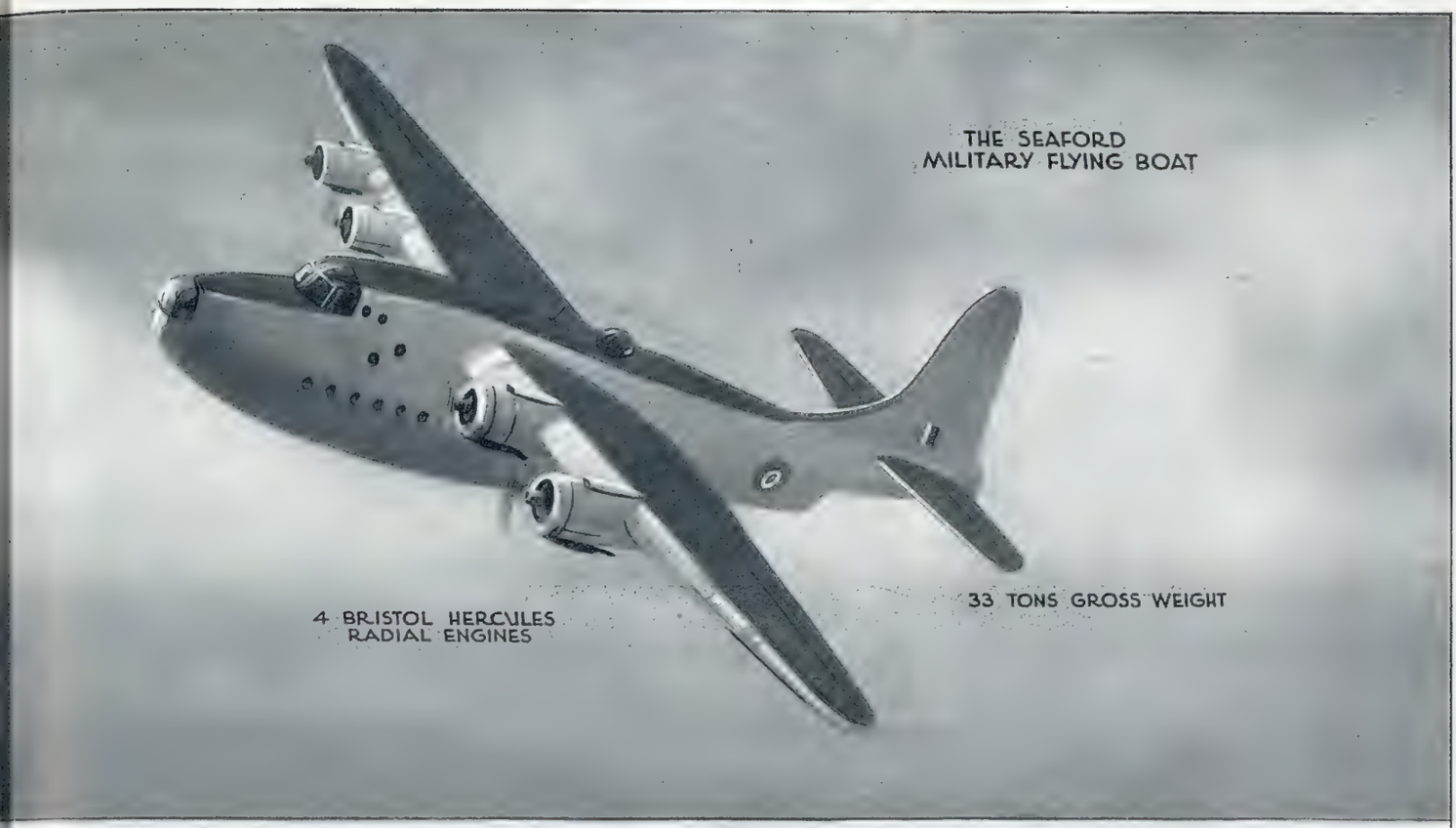
FLYING BOATS and the SAFETY FACTOR

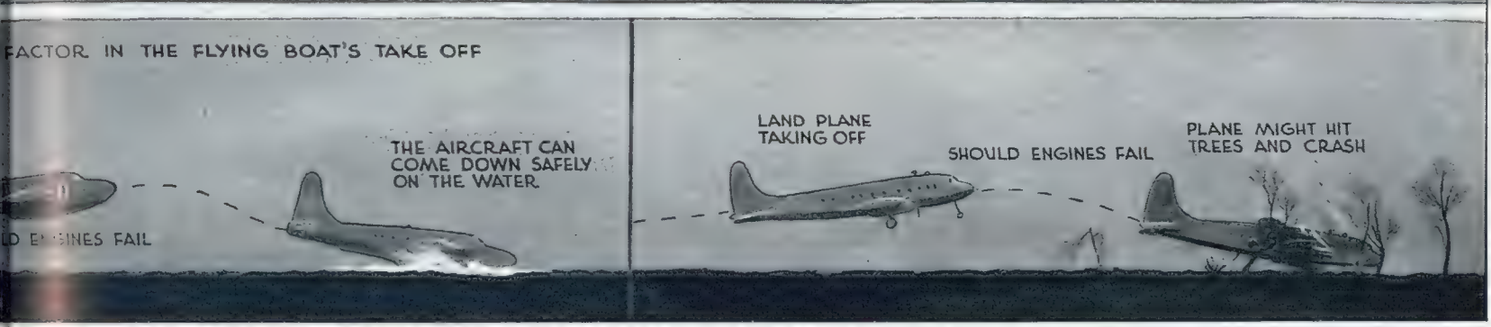
The Lancastrian "Nene" Goes to France: Enter the Fairey Gyrodyne

THE LANCASTRIAN "NENE" PAYS A VISIT TO PARIS: Britain's first jet-propelled airliner, with her two outer jet engines and her two Merlin piston engines, seen at the start of her flight to Paris, where she has been giving demonstration flights in connection with the French Aeronautical Exhibition. The Lancastrian flew from Heathrow to Le Bourget, a distance of 219 miles, in fifty minutes, and but for the fact that she had to circle before landing, would have recorded a time of forty-three minutes. Having taken off with all four engines in action, the pilot climbed to a cruising altitude, switched off the Merlin engines and completed the trip on the jets alone. During the time spent in France the airliner made a series of demonstration flights over Paris. French experts, who subsequently flew over Paris at over 300 m.p.h. in the Lancastrian, were amazed at the thrust and power of the jets. These "Nene" engines show that the gas turbine is not only reliable, but makes for smoother and less noisy flying

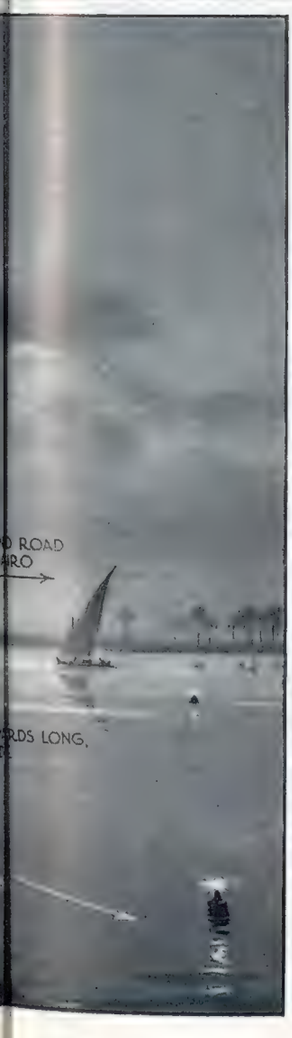
Below—**A VITAL JUNCTION OF THE WORLD'S SKY-WAYS: An artist's impression of the flying-boat base at Rod el Farag on the Nile, near Cairo. Rod el Farag, well known to travellers on many of the Commonwealth routes, is owned by the Egyptian Government. It is used to a vast extent by the British Overseas Airways Corporation, lying, as it does, on the important mail route to Durban, the Red Dragon route to Hong Kong and the Far East, and the flying-boat route to Australia.** The dimensions of the alighting area are 3,500 yards long and 500 yards wide, except at low tide when the width decreases to 250 yards. The lighting of the base is by flare path and flood-lighting, with obstruction lights and red lights on the marker buoys. Night patrols are maintained with searchlight-equipped launches—*Drawing by S. E. Beck*

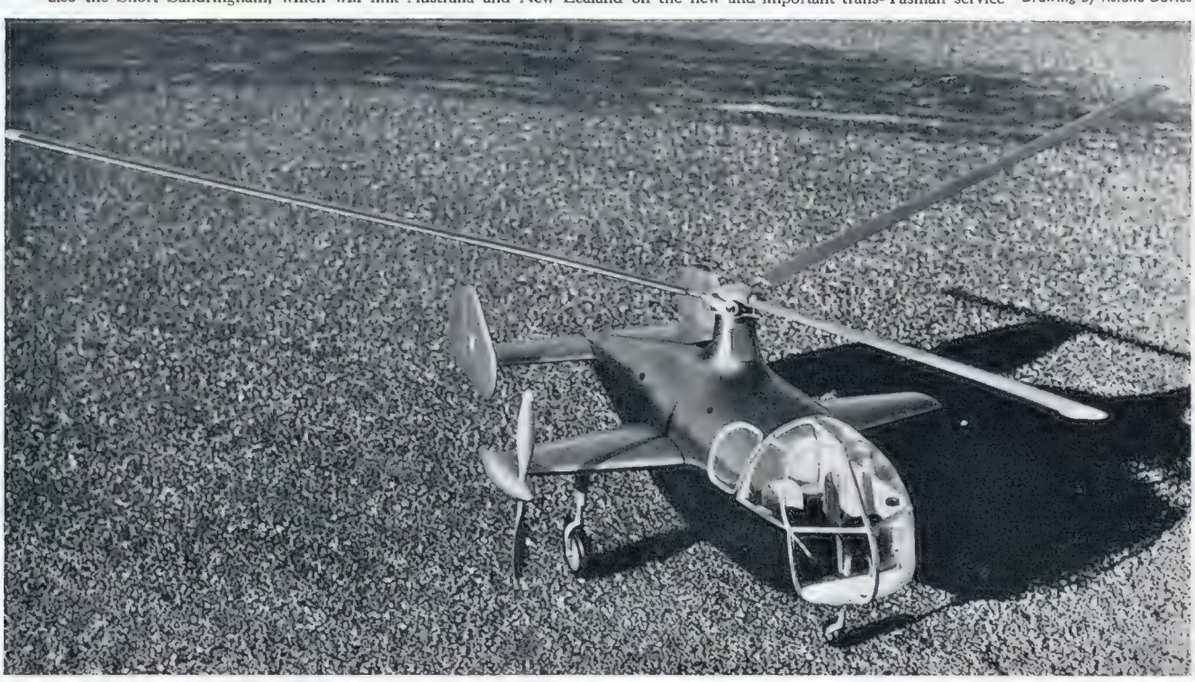




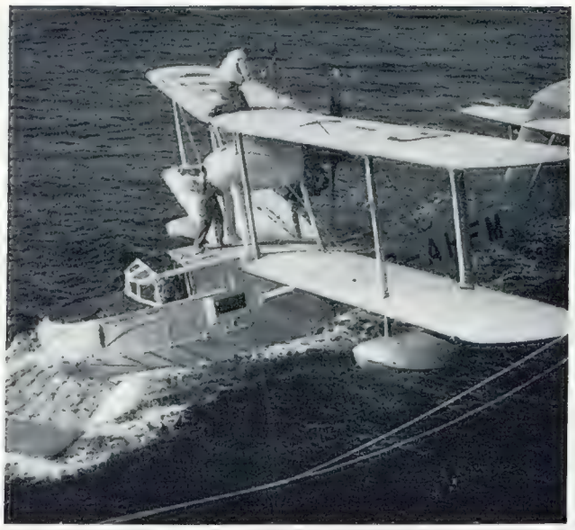


THE NEW POPULARITY OF THE FLYING-BOAT FOR SERVICE AND CIVILIAN USE: An artist's impression of the Short Seaford reconnaissance bomber, one of several new flying-boats built or building on the Medway. It would seem that Clippers of this type are definitely preferred to the landplane, and in a recent lecture given to the Belfast branch of the Royal Aeronautical Society Captain G. S. Brown, of B.O.A.C., emphasised that one reason for this preference lies in the knowledge on the part of passengers that there is less risk at the critical time of take-off (see inset drawings). Where a landplane, having used up the runway in becoming airborne, suffers sudden engine failure, it has usually to encounter the hazards of trees, hedges and ditches, whereas the take-off areas for seaplanes have often additional clear stretches of water on which to alight. The Short Seaford is a fine example of the modern flying-boat built for military purposes. It weighs some 33 tons at normal gross take-off weight and it can carry a heavy load of bombs, mines or depth-charges. It has machine-guns in the nose, dorsal and tail turrets, and it is powered by four Bristol Hercules sleeve-valve radial engines. Among the civil types which Shorts have on the stocks at Rochester or Belfast are twelve four-engined Solents, which are to be used by B.O.A.C. on the dragon route to Hong Kong, and which can each seat thirty passengers; and also the Short Sandringham, which will link Australia and New Zealand on the new and important trans-Tasman service—*Drawing by Roland Davies*





A NOTABLE HYBRID—THE GYRODYNE MAKES ITS BOW IN PARIS: This model of the Fairey FB-1 gyrodyne, the prototype of which is now under construction at Hayes, is attracting much attention at the French Aeronautical Exhibition, incorporating, as it does, the better features of autogiro and helicopter. Unlike other members of the helicopter class, the gyrodyne is propelled by an orthodox tractor airscrew, offset on one wing-tip and thereby counteracting torque. It thus retains the proven advantages of the gyroplane, of which type the autogiro is a well-known example. This type will be used mainly for research purposes, though military and civil versions are contemplated. An earlier model of the gyrodyne was illustrated in "The Sphere" of April 27



THIS WALRUS WILL HUNT WHALES : One of the three supermarine flying-boats about to be craned aboard its parent vessel, the 15,000-ton whale factory-ship *Balaena*, which is now engaged on a whaling expedition in the Antarctic. The Walrus amphibians are being used for spotting whales and signalling their position back to the harpoon ships. The Walruses are housed in the *Balaena's* hangar at the stern, and they regain contact with the ship by steering on to a mattress

THE FLOATING WHALING FACTORY SETS OFF FOR THE SOUTH : A busy scene aboard the 15,000-ton whale factory-ship *Balaena*, which is leading the latest British expedition to the Antarctic. When the actual work begins in southern waters, this flensing deck will be cleared of stores. The harpooned whales will be hauled aboard the *Balaena* via a slipway at the stern, and they will then be prepared for treatment in the modern extraction plant situated below decks

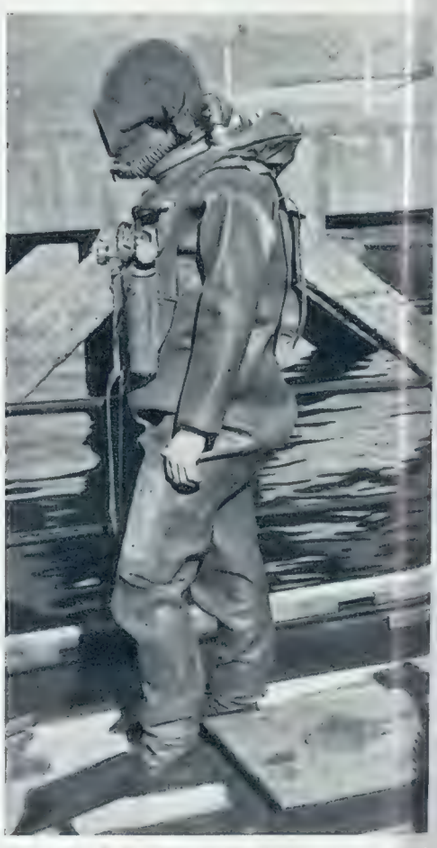
ALL SET FOR A HARD WINTER : Dr. R. A. M. Case, Mr. Whittle and Mr. Ireland, three members of the scientific staff of the *Balaena*, who will conduct research during their stay in Antarctic waters. It is hoped that the expedition, besides yielding vital fats and oils, will also provide new information regarding the whaling grounds

OFF TO THE ANTARCTIC

The "Balaena's" Whaling Expedition, and Admiral Byrd's Task Force

The *Balaena's* cruise to the Antarctic, in which she is carrying neatly stowed in her hangar three supermarine Walrus amphibian flying-boats, is of the most vital importance, as upon its success depends in large measure Britain's supply of fats in the coming year. The amphibians, which the *Balaena* can catapult from her deck with a cordite charge and recover by means of a crane, will act as the eyes of the whaling fleet, and it will be their task to plot the positions of the whales and send the information by wireless to the ten whale-catching vessels acting as satellites to the *Balaena*. After the whales have been caught by the harpoon guns they will be taken to the *Balaena* and hauled up the slipway to the great flensing deck.

At the same time an American expedition is also on its way to Antarctic waters under Admiral Byrd. It will be engaged in naval research and not in whaling.



DR. CASE IN HIS FROGMAN'S SUIT : The leader of the scientific party in the *Balaena* wearing the equipment in which he will enter the icy Antarctic water in an attempt to attach instruments to the carcases of harpooned whales. In this way he hopes to secure for the Admiralty records which will be of the utmost value on future expeditions

On left—**ANTARCTIC-BOUND FROM THE GOLDEN GATE : The United States Navy seaplane tender "Currituck," nameship of her class, in dock at San Francisco before leaving to join Admiral Byrd's ten-ship task force. The force will spend five months in the Antarctic testing naval equipment under deep-freeze conditions. The "Currituck's" main role will be to launch her seaplanes in varying weather and to bring back a record of their serviceability in a Polar climate. The "Currituck" was built at the Philadelphia Yard in 1943 and she is equipped with elaborate crane and catapult apparatus, which can be seen at the stern**

THE "DERFFLINGER" IN THE CLYDE ESTUARY—THE 28,000-TON GERMAN BATTLE-CRUISER OF THE FIRST WORLD WAR CRADLED IN A FLOATING DOCK WHEN ABOUT TO BE TOWED UP THE CLYDE FROM GARELOCH: Without being lifted 40 ft. out of the water in this way it would have been quite impossible to have taken the Derfflinger upstream to the shipbreaking yards at Faslane, but by this expedient the engineers achieved the feat without undue difficulty. The *Derfflinger* was one of the outstanding fighting units of the German Imperial Fleet. She was surrendered to Britain in November 1918, and subsequently scuttled at Scapa Flow. During the Second World War this part of the Clyde Estuary, in the vicinity of Greenock and Gourock, had a very special significance, as it was there that many of the big convoys forgathered before starting on their journeys to the Mediterranean and across the Atlantic. The Clyde itself was sealed by a boom in order to prevent the penetration of submarine raiders. It was from Greenock that Mr. Churchill sailed in the *Duke of York* on one of his historic missions to the United States

THE END OF A NORTH SEA ADVENTURE: The "Pioneer," a Flamborough fishing coble, missing for thirty-six hours and then located by plane, being towed by the Flamborough lifeboat into Bridlington. The lifeboat was guided to the lost vessel by the aircraft, and as a result the fishing boat's crew of three were landed in safety. The fishermen, who were all brothers, had no food for thirty-six hours, although one searching plane went out with containers for them. The lifeboat, it will be seen, is using a mizzen

A GERMAN TRAWLER IN BRITISH WATERS: The "Sachsen" made fast against the quayside at Lowestoft. She had permission to cross the North Sea and take on board some of Britain's surplus herring catch, and the fish will be used to provide a variation in the monotonous diet of at least a few Germans in the British Zone

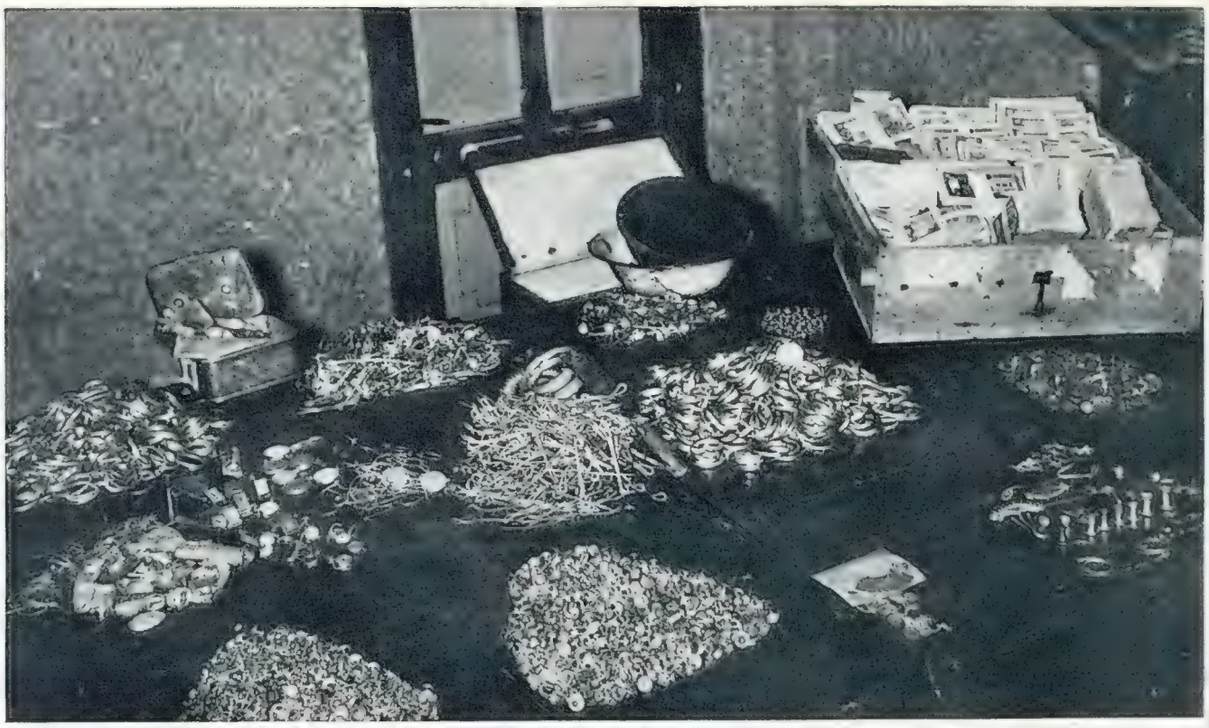
The TREASURE OF NAKAMURA

Batavia's £9,000,000 Looting Case Comes to an End

Only in the pages of Somerset Maugham, who has made the East Indies so peculiarly his province, would one expect to find a fictional counterpart of the true story of the Treasure of Nakamura, and Maugham, at least, would have given his tale that characteristic, subtly brilliant twist to elevate it from the sordid plane.

The story of the Treasure of Nakamura began in the days of the Japanese occupation of Java, when a certain Captain Nakamura, of the Japanese Army, a soldier of no importance and no fortune, looted from the East Indies Government Pawnshop gold treasure and guilder banknotes to the value of £9,000,000. It was wealth beyond all his dreams.

Nakamura, with a safe job in Java and no fighting to worry about, installed himself in a sumptuous home and took as his mistress the bewitching Carla Wolff, a Eurasian with raven-black hair, high cheek-bones and a magnificent figure. In those days Carla publicly boasted that she "slept in a golden bed like a queen." As the tide of war swept back across Asia and the islands of the East Indies, Nakamura disappeared, and in the hectic days of civil strife that followed in Indonesia, large portions of the treasure disappeared. Eventually part of it was run to earth by the British Security Officer, Captain Morton, of the Indian Army; and then came the bombshell. Morton, together with Carla Wolff, another Eurasian girl called Renee Ulrich (now a fading brunette, but once the beauty of Batavia) and a Dutch intelligence officer were charged with being in unlawful possession of part of the treasure. At his court martial Captain Morton was acquitted, but at their trial Noach and Ulrich received fourteen months and eight months imprisonment respectively, while the beautiful Carla, the girl who had slept in the golden bed and had enjoyed wealth beyond the dreams of avarice, found herself in Batavia gaol as well. There the story ends, except for the fact that £8,000,000 worth of valuables are still missing.



SOME OF THE TREASURE OF NAKAMURA: Ear-rings, bangles and golden ornaments of many descriptions, not to mention banknotes by the tens of thousands, are among the loot that has come to be known as the Treasure of Nakamura. How a British officer, a Dutch official and two Eurasian women became implicated in the *affaire* is told in the strange story on the left

HE WAS ACQUITTED: A British security officer, Captain J. R. H. Morton, of the 9th Jat Regiment, Indian Army, who has been tried by court martial in Batavia, Java, on a charge of being implicated in the disappearance of part of the Treasure of Nakamura. Captain Morton was cleared, but the two Eurasian women in the case, Renee Ulrich and Carla Wolff, are each doing eight months in gaol

THE VERDICT WAS GUILTY: Noach, former agent of the Dutch Intelligence Service, and Renee Ulrich in court at Batavia, where they received sentences of fourteen months and eight months respectively for being in possession of part of the Nakamura Treasure. The bulk of the treasure has disappeared

THE WOMEN IN THE CASE WHO HAVE BEEN SENT TO GAOL FOR EIGHT MONTHS: Renee Ulrich (left) and Carla Wolff, the two Eurasians who were found guilty of being in unlawful possession of part of the Nakamura Treasure. Renee Ulrich, once considered Batavia's most beautiful woman but now a fading brunette, was secretary to the Dutchman, Noach, who also had a hand in the affair, while languorous Carla Wolff was the mistress of Captain Nakamura, the Japanese officer who originally stole the treasure from the East Indies Government Pawnshop Monopoly

ENTER McCOOL!

A Young Queenslander Takes 7 for 106 in the Match at Melbourne between M.C.C. and an Australian XI

Before the rain descended and washed out play, as it has done in several recent matches in Victoria and New South Wales, the match between the M.C.C. and an Australian XI at Melbourne provided some first-class cricket and one first-class surprise in the person of young McCool. McCool proved himself at times almost unplayable against the M.C.C., and finally, despite being knocked off his length, returned the meritorious analysis of 7 wickets for 106 runs. The pictures on this page were all taken during the same match, which certainly had a happy ending for the Australian selectors, who, as a result, had no hesitation in choosing McCool for the Brisbane Test. They have been searching for a long while for a class leg-spin bowler, and now it is likely that they have the answer. McCool is also a good bat

AUSTRALIA MAKES A DISCOVERY: McCool, who took 7 wickets for 106 runs in M.C.C.'s first innings, bowling one of his difficult spinners to Yardley, whom he dismissed for a modest 11 runs

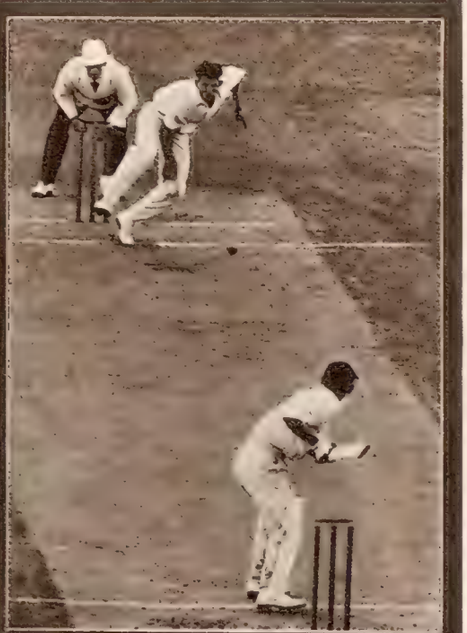
THE END OF AN OPENING STAND: The Australian wicket-keeper lifts his hands in triumph, and Washbrook turns to find his wicket shattered by McCool. Washbrook made a forceful 57

HAMMOND SURVIVES: The M.C.C. captain looks on anxiously and Saggers, the Australian wicket-keeper, registers dismay. They were watching Morris as he missed a chance of catching Hammond in the slips. Hammond went on to make 51

MORRIS HAS AN UNLUCKY DAY: Dropping a catch in the slips from Washbrook off the redoubtable McCool. It was not an expensive error, as Washbrook succumbed eight runs later, but before the day was out the same fieldsman dropped Hammond. Morris, however, is a masterly bat, and his not out 53 for New South Wales in the following match at Sydney marked him out as a player of Test class. He is very much in the old stubborn tradition of Ponsford and Woodfull

LEN HUTTON HAS A GO! M.C.C.'s No. 1 using a one-arm action when hooking Ellis to leg. Hutton has been in sparkling form in Australia

COMPTON DROPPED HIS BAT AND HAD TO DASH FOR IT: An amusing interlude in the M.C.C. innings when Hammond (foreground), the striker, refused a run and ordered his partner back. Compton only just survived, and not long afterwards he was stumped by Saggers off McCool's wily bowling



PUCKETT SLINGS THEM DOWN: Bowling to Washbrook at the start of the innings. He was not the menace he appeared to be in West Australia, and Hutton and Washbrook scored freely off him

NEWS FROM LONDON AND THE PROVINCES

THE INTERNATIONAL POODLE CLUB SHOW AT THE ROYAL HORTICULTURAL HALL : Judging in progress during the first international championship show for this class of dog to be held since the war. There were over 450 poodles on view, and the sole judge was Mrs. Hayes Hoyt, of Stamford, Connecticut, who flew to London specially for the occasion. Mrs. Hoyt, who is internationally known as a breeder and judge of poodles, has kennels at Stamford accommodating over seventy dogs. She has been breeding these dogs for fourteen years. The poodle in many ways belies its appearance, and, apart from its keen intelligence, it is famed for its courage and its ability as a game retriever

CUPID OF TOYTOWN : A handsome entrant of fine pe... gree on view at the International Poodle Club Sh... held at the Royal Horticultural Hall, Westmins...

THREE JOCKEYS RETIRE FROM THE TURF : Gordon Richards, the Champion Jockey of 1946, toasts his departing colleagues at the Albany Club. Richards (right foreground) lifting his glass to Harry Wragg (left foreground), Bobby Jones and Tommy Carey at the dinner given to mark the conclusion of their riding careers. Wragg, who rode 83 winners last season, including the winner of the Manchester November Handicap, is to take up training, and he is already assured of a promising string of horses for next year. He will always be remembered for his quite exceptional judgment of pace, which enabled him to gain the fullest effect from waiting tactics. Tommy Carey rode 74 winners during the 1946 season

WALT DISNEY IN ENGLAND : The creator of Mickey Mou... and Donald Duck seen with Mrs. Disney before e... embarking from the "Queen Elizabeth" at Sou... ampton. Mr. Disney declares that his short cartoons ... handicapped by rising costs of production, but there is ... question of their discontinuation as, he states, they pro... "an admirable bread-and-butter income" to subsidise ... more elaborate productions. Mr. Disney hopes to start ... duction on *Peter Pan* next year. In *Toad of Toad Hall* ... says, the gypsy's horse, Cyril, will speak a Lancashire di...

QUEENS OF THE QUEUE : Mrs. Irene Kelley, millionth visitor to the "Britain Can Make It" Exhibition, shaking hands with Mrs. Mostyn, who was the first visitor to pass the turnstiles after the Royal Opening. To mark the occasion, Joan Greenwood (right), who starred in *A Girl in a Million*, presented Mrs. Kelley with a leather travelling bag on behalf of the organisers. Standing between Mrs. Mostyn and Mrs. Kelley is Dennis Price, who appears with Joan Greenwood in their latest production, *Holiday Camp*

THE FIRST SNOW IN SCOTLAND : A wintry scene on the Cairnwell Road over the De... Elbow leading to Braemar in Aberdeenshire. It was only a light fall, thinly coa... road and mountainside, and within a few hours the sun had again asserted ...

BRITAIN'S NEW CUPRO-NICKEL COINAGE: In design it differs little from the current coinage, but the texture is markedly different. The new coins contain 75 per cent. copper and 25 per cent. nickel, as compared with the 50 per cent. silver, 40 per cent. copper, 5 per cent. nickel and 5 per cent. zinc content of the coins still in circulation. The silver saved by this re-minting will enable Britain to repay the 88,000,000 ounces of the metal acquired from the United States under Lease-Lend. At the present moment the world is suffering from a silver shortage. America, one of the greatest producers of silver, mined 28,647,000 ozs. of silver in 1945 as against 72,336,000 ozs. in 1941

TO MAKE OPERATIC HISTORY AS THE FIRST ATTAVANTI: Sybil Lloyd as the Marchesa Attavanti poses for the painting of the Magdalene. This painting is part of the scenery in the first act of "Tosca," and although there are frequent references to the Marchesa she is normally never seen. Denis Arundell is going to change that in his forthcoming productions at Sadler's Wells, and the Marchesa will be seen hiding the key and clothing for her brother, the Consul, Cesare Angelotti. Sybil Lloyd is the widow of Roderick Lloyd, the last Angelotti at Sadler's Wells

IN THE WAKE OF THE LUFTWAFFE: The Rev. R. T. Murray (centre), rector of the parish church of Chilvers Coton, discussing with German prisoners of war the progress of their church rebuilding effort. The church was hit by German bombs on the night of May 16, 1941, when there was a big raid on the Nuneaton district, and now, over five-and-a-half years later, German labour is restoring the damage. The builders come from a nearby camp and they are either N.C.O.s of the German Army or petty officers of the Navy. They are interested in the work, and go about their daily tasks with enthusiasm. At the moment the walls of the nave are nearly complete

THEY MET AT A VILLAGE DANCE: They were married at a London Register Office. Lady Honor Guinness, eldest daughter of Lord Iveagh, the Dublin brewing millionaire, and Flight-Lieut. Frantisek Svesdar leaving Caxton Hall after their marriage last week. The bridegroom, who escaped from Czechoslovakia to fight for the Allied cause, met the bride at a dance in the village hall at Beaulieu, Hants. Lady Honor, it will be remembered, was formerly married to Mr. Henry Channon, M.P.

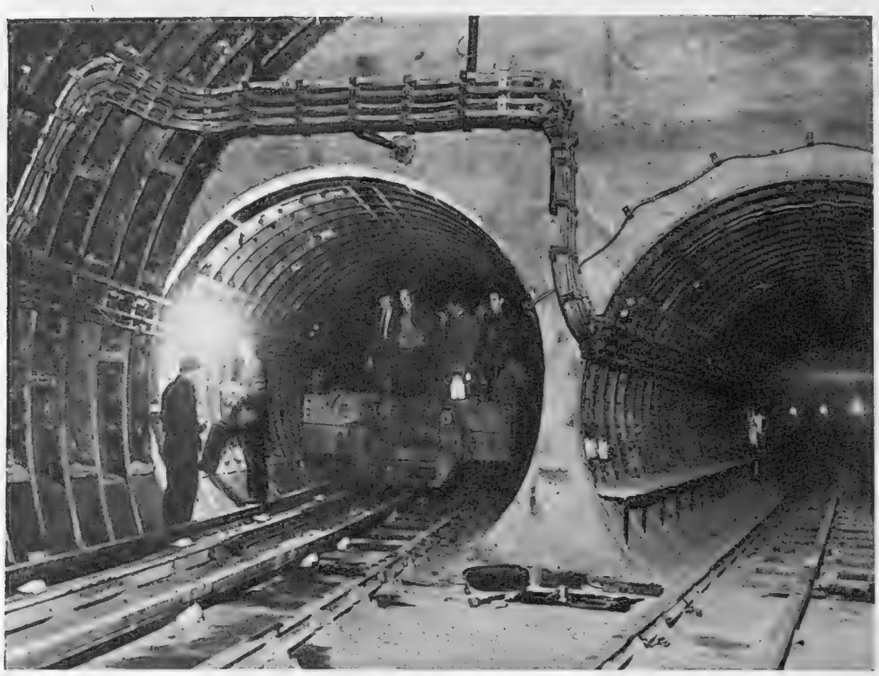
BUDDING STARS OF THE ICE GO INTO TRAINING AT WEMBLEY: Susan Harvey (aged four) and Pamela White (aged seven) practising together for the British Figure Skating Championships. Great things are expected of this pair when they have had more experience, and meanwhile some of the favourites of the pre-war days will once again be competing for highest honours

ADDING 4¼ MILES TO LONDON'S TUBE

The Liverpool Street–Stratford Extension will Relieve an Urgent Traffic Problem

For years past transport between Central London and the Eastern suburbs has been notoriously poor, and the first stage in the relief of the problem will be achieved next week when the extension of the Central London Tube from Liverpool Street to Stratford is opened officially. From then on it will be possible to travel from Stratford to Oxford Circus in twenty minutes, and there will be over 450 trains each day. This first section of the 32-mile extension to Loughton, Ongar and Hainault is 4¼ miles long and has involved the construction of several new stations, including the particularly handsome station at Bethnal Green, which during the war served as an underground shelter. The extension has cost about £3,500,000

THE FIRST TEST TRAIN PASSES THROUGH FLUORESCENTLY-LIT BETHNAL GREEN: A scene on the west-bound platform on one of the new stations on the £3,500,000 extension of the Central Line Tube from Liverpool Street out to Stratford



EXCAVATED BENEATH THE OLD EAST LONDON MARSHES: A section of the Tube extension from Liverpool Street to Stratford. It constitutes a very considerable engineering feat, as the tunnel passes through marshy land which has had to be treated with soil-solidifying liquids

THE ESCALATORS AT THE NEW BETHNAL GREEN STATION: With its lighting, colour-scheme and many other modern features, it is the prototype for all future underground stations

THE ASCENT TO STRATFORD STATION: Men at work putting the finishing touches to the extension. The excavation work was completed before the war, and later Bethnal Green Station became a vast bomb shelter. It was there in March 1943 that 173 lives were lost in a shelter disaster. *On right*—Fitting up the signal cabin at Bethnal Green Station. From December 4 over 450 trains daily will pass through Bethnal Green, providing a four-minute service during peak hours

COMRIE: PROTOTYPE for the MODERN MINE

An Experiment in Colliery Planning Near Dunfermline

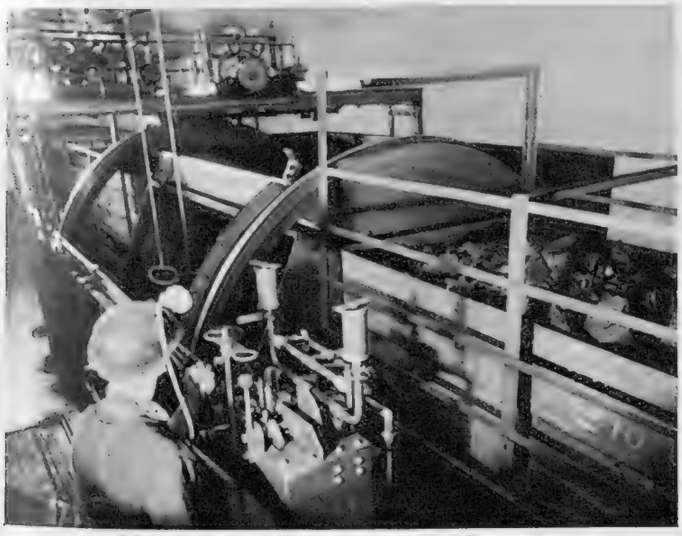
A LAWN, A FOUNTAIN, A GOLDFISH POND AND A PITHEAD SHAFT: Mr. A. Steele and Mr. T. Rogers (Inspectors of Mines for Scotland) with Mr. J. Miller, the manager, in the pleasant surroundings of the surface workings at the celebrated Comrie Colliery, which lies five miles from Dunfermline. Comrie is a completely mechanised mine set in superb surroundings, and its lay-out and planning have paid wonderful output dividends, its miners beating the national average output per man by 50 per cent.

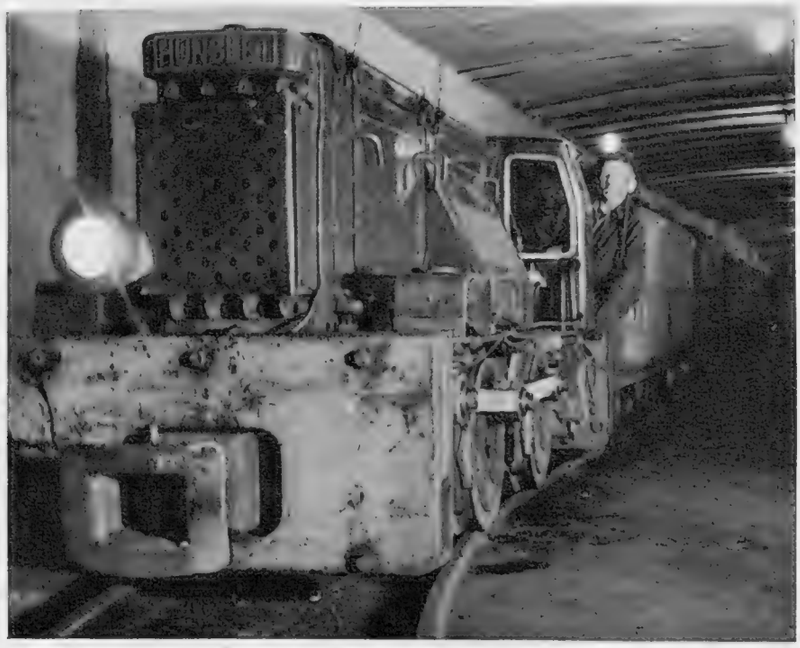
Go to any part of South Wales and the North Country coalfields and at almost any mine, however prosperous, however well-equipped, the surface workings are almost all alike in their utter drabness. Amid the slag heaps and the old iron, the wreckage of disused trams and the paraphernalia of the pits, there rises the familiar winding shaft, and the whole prospect is dreary in the extreme.

Not so at Comrie, however. This modern Scottish pit five miles from Dunfermline, which has been described by Mr. Herbert Morrison as a "vision," presents a surface aspect of trim lawns, fountains and pools, and with its low-built modern offices and up-to-date bath block has none of the repellent features of the typical mine. In Dunfermline it is clear enough that Robert Owen's New Lanark pioneering is not forgotten. Comrie was started about 15 years ago as an idea for a completely mechanised mine set in beautiful surroundings. To this end a team of mining engineers and technicians was sent abroad to study the latest methods and machines. Comrie has paid in full dividends for the cost and care of its planning, since soon after its commencement its miners were beating the national average output per man by 50 per cent. To-day only a shortage of houses in the vicinity is compelling the mine to work on half-production. Special buses are organised to collect and return the miners from a radius of 10 miles, and the aim is to have a sufficiency of houses built near to the mine, but without spoiling its beauty. Training of the miners is encouraged, and the more ambitious are given every chance to become managers of underground sectors.

THE APPROACH TO COMRIE: These buses, which collect the miners and return them to their homes over a radius of 10 miles, might be entering the lodge gates of a country estate. Actually they are entering the gates of the colliery, passing on the left and right the homes of the chief engineer and the chief electrician. The whole atmosphere of Comrie is rural and everything possible has been done to preserve the landscape

AT THE END OF THE DAY SHIFT: Miners returning to the surface after their work in the Comrie mine. Before being taken back to their homes by special buses they will go to the modern pithead baths





BRINGING THE NEWLY-CUT COAL FROM THE MINE TO THE SURFACE WORKS: *Left*—The tippler machine which empties the coal from the trams without the trams being disconnected. They are thus able to travel on an endless rope to and from the workings. *Right*—A diesel locomotive which takes the place of pit ponies, drawing long lines of trams through the well-lighted galleries of the mine. Much of the organisation of the mine is based on Continental methods. The information was obtained by a team of technicians who toured Poland, Germany and Holland before the war, visiting many of the leading mines

IRONING OUT THE TRADE BARRIERS

A London Conference Which May Have a Vital Bearing on the World's Economic Well-Being

By CHARLES GRAVES

BY the time this appears in print, one of the most important and least-publicised conferences ever held in London will have come to an end. Apart from the very brief reference in the King's Speech when Parliament reopened, nothing has been said or printed about the preparatory committee of the International Conference of Trade and Employment, which has been sitting daily at Church House, Westminster, since October 15. The avowed purpose of this conference is to arrange for international free trade to come into being as soon as is possible. In other words, members of the conference are endeavouring to eliminate altogether, or at least to reduce considerably, tariff barriers, import quotas, quantitative and qualitative restrictions of imports, and all other restrictive measures which affect the exchange of goods between nations.

For the past three years the United States has been consulting the United Kingdom on the subject of future measures to avoid the economic depressions and period of unemployment which occurred notably after World War I, and again in 1929. Then, last August, Mr. Trygve Lie sent a telegram to eighteen Governments, all members of the United Nations, inviting them to attend the present conference in London—thus providing the first post-war opportunity of discussing economic and trade problems affecting the world at large on a comprehensive basis.

Many important steps have already been taken by the United Nations for the establishment of international machinery to promote this economic co-operation between nations and raise the standard of living throughout the world. The present conference is the first of two preliminary affairs, the recommendations of which will be finally ratified next autumn in the United States. The second preliminary conference is to take place in Geneva next April, when the experts of the various nations will get down to brass tacks, and discuss what tariff reductions they are really prepared to concede.

It is said that the United States has already offered to cut its tariff walls by 50 per cent. on the understanding that, among other things, Great Britain discards her Imperial Preference policy. But it all sounds somewhat Utopian. In the meantime, countries which are not fully industrialised—China, India, Brazil and Australia, for example—say that it is all very charming for highly-industrialised nations like the United States and Great Britain to suggest a reduction in tariffs and import quotas, but if they (India, etc.) were to agree to this, their own infant industries would be strangled at birth. The line they take is that in the long run it will pay the United States and Great Britain to allow them to maintain their restrictive measures until their native industries can stand on their own feet, because—when this happens—the standard of living of their own large populaces will have risen sufficiently for them to import vast quantities of goods which would have previously been out of their purchasing power. As proof of this, the experts point to the historical fact that Great Britain's attempts to prevent the United States becoming industrialised during the nineteenth century would have had disastrous results on British export trade if they had been successful. The very fact that the United States became industrialised raised the standard of living among Americans who, therefore, were able to buy a larger quantity of English exports.

The real object of this conference is to see whether the various nations of the world can be unselfish enough, individually and temporarily, to benefit all of them in five or six years' time. In other words, the ideal state of affairs would be one in which every nation in the world was able to enjoy the modified monopoly of exporting those goods which it was most suited to manufacture from its own natural resources, in return for which, of course, it would import goods which were less economic to manufacture on the spot. To take simple instances: one of Brazil's natural exports is coffee. Recently, however, it has been discovered that surplus coffee-beans can be used for plastics. In the case of India, it has been discovered that surplus maize can be turned by chemical processes into starch. The natural industries of Great Britain are, evidently, woollen textiles and shipbuilding, among others.

If the suggested system of specialisation by various countries actually matures, it would mean that Australia would probably make cloth and boots and shoes on the spot instead of exporting the raw wool and the raw leather to Great Britain; in return for which, Australia would leave it to Great Britain to make her motor-cars and aeroplanes. As things are, highly industrialised countries like Great Britain are averse from exporting capital goods and technical services to less-developed countries which might prove to be competitive later on. Thus one can imagine that export licences for cotton-weaving and cotton-spinning machinery are not readily granted to importers in India, for fear that this would result in competition with Lancashire. Indian representatives, however, claim that if their native industries were allowed to prosper, the wages and buying power of their teeming millions would result in the importation of millions of wireless sets, refrigerators and vacuum-cleaners, made in England. In other words, what Lancashire would lose on the swings, Birmingham would win on the roundabouts.

To prove this argument, it is claimed with truth that when various industries left New England for the Southern States of the United States, because local conditions were more suitable for them down there, other industries took their place in New England and everybody was happy. . . . How far the different nations are prepared to co-operate in this amiable way remains to be seen. The original plan was schemed by the United States when the Democratic Party was in power, but it is possible that the Republicans will vote against it now that they are in control of Congress and the Senate. It is significant, however, that the Americans recall the 1929 slump more vividly than any other nation in the world, and are, therefore, all the more anxious to see that there is no similar world depression in the next few years.

LONDON HAS A NEW INDUSTRY: M. George designing costume jewellery at his factory near Hatton Garden. With another Frenchman, M. Adrian Mann, also a fashion jeweller, they are producing large quantities of this jewellery. This particular kind of business was once in the hands of Czechs and Germans, who flooded the British market with their goods. The bulk of the factory's present output is for export, and M. George hopes that in a year's time the new industry will be so firmly established that the Continent will not be able to compete with the Hatton Garden product. Among the secret processes employed at the factory is the spraying of a liquid pearl coating on glass beads to make necklaces and ear-rings. The coating is made from fish scales and a basic element in the pearl oyster. *On right*—Mounting artificial pearls at the factory

NYLONS ARE ON THE WAY: Workers making the final inspection of finished nylon stockings at a Nottingham factory. Later they will be dyed and subjected to a scientific rough-handling process known as "scratching." Nylons, so long awaited by the women of Britain, will be in the shops by Christmas

Among the subjects discussed at Church House during the past month have been industrial development, employment, commercial policy, international commodity arrangements, the organisation of a permanent international Trade Board and—cartels. The sub-committee of industrial development, under the chairmanship of Sardar H. S. Malik, Prime Minister of Patiala—my personal tip as the first all-Indian Ambassador to the Court of St. James's—has already drafted its report.

Needless to say, Russia did not accept the invitation to take part in this international trade conference. But this is just as well, as it meant that there is no chance of a series of vetoes holding up the business in hand.

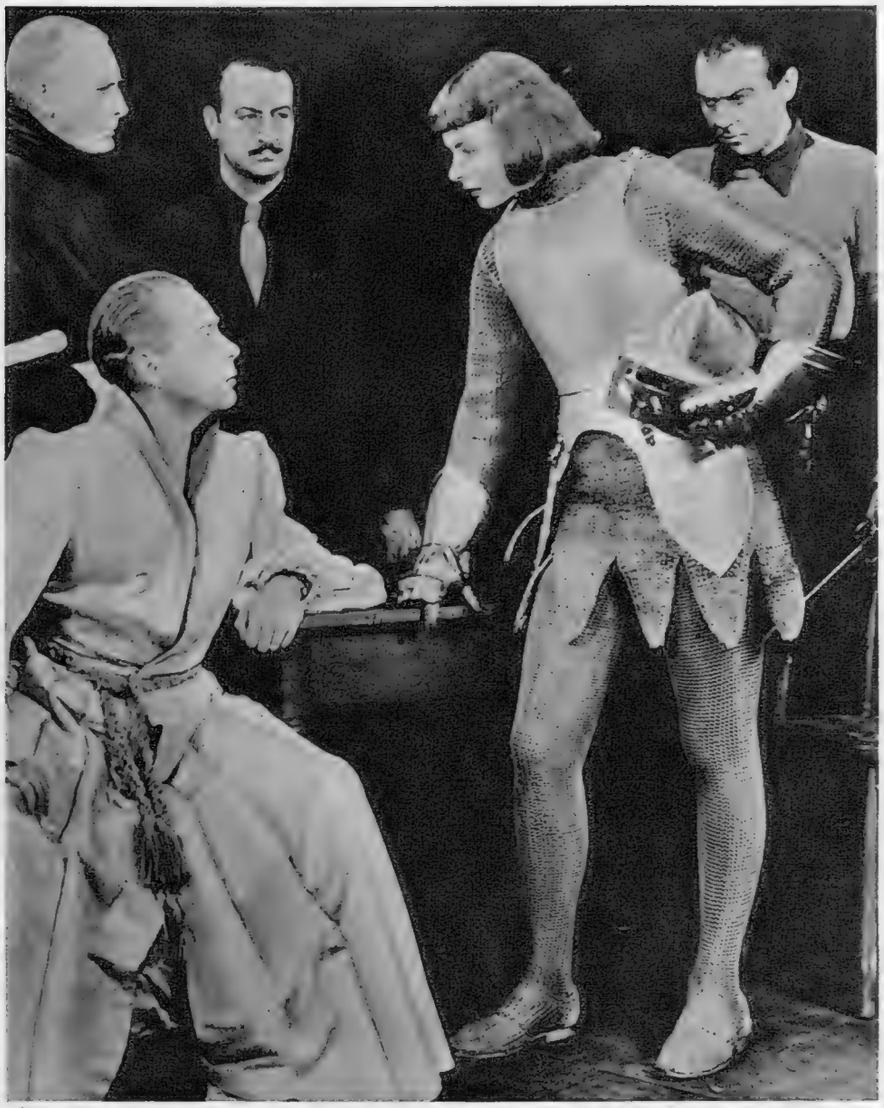
Four months must elapse before the actual reduction of tariff proposals are made in Geneva, but, if everything goes well, one can indulge in all kinds of fanciful hopes, such as that French champagne, American nylons, Danish bacon, Argentine beef, Cuban cigars—in fact, almost all foreign goods—would be so considerably lowered in price that we could all buy them; in return for which, our china and glass, our textiles and refrigerators, television sets and the like, would be able to enter the United States, South America, and all other countries without having the present huge import tax placed on them when they reach their destination.

It all seems much too good to be true, but there is no question that very serious efforts are being made by the United Nations to make it an actuality.

IN SHINING ARMOUR

Guy Verney and Ingrid Bergman in Romantic Roles on Screen and Stage

THE VISION OF PETERLOO: Guy Verney and Anna Blackman in "Fame is the Spur," romantic picture which is being made at the Denham Studios. Guy Verney plays the part of Homer Radshaw's grandfather who, seeing the body of his sweetheart mown down in the massacre of St. Peter's Field, Manchester, in 1819, is transformed (in the grandson's imagination) into a knight in shining armour and advances in single-handed vengeance against the British cavalry. The story is based on the successful novel of the same name by Howard Spring. Michael Redgrave plays the lead in the film



THE PLAY OF THE MOMENT IN AMERICA: A green-room study of Romney Brent, who plays the part of the Dauphin of France, and Ingrid Bergman, who takes the title-role, in Maxwell Anderson's new play "Joan of Lorraine." The show opened in Washington early in November, all negroes being barred from the theatre, and as a result of this race discrimination there was a free fight outside the theatre. On November 18 *Joan of Lorraine* moved to New York, and there were more wild scenes, this time as "bobbysoxers"—the teen-age girl fans—pawed and clawed Myrna Loy, Charles Boyer, Paulette Goddard, and other screen stars as they fought their way into the theatre. This is not Miss Bergman's first stage part, although she is better known on the screen

A MISTRESS OF CEREMONIES: Miss Joyce Gardner, many times Ladies' Champion and a popular figure in the world of billiards, applauding a difficult shot in the Challenge Snooker Match at Burroughes Hall, Soho Square. Miss Gardner was in charge of the match between the Scottish Open Champion, Donaldson, and the challenger, Davis, and the games were played before a big gathering of enthusiasts

LAURENCE OLIVIER INTRODUCES A LEADING LADY FROM AMERICA: Miss Lolande Donlan, an attractive newcomer to the British stage, going over with Mr. Olivier her part in "Born Yesterday." The play, which Mr. Olivier saw and liked in New York, opened in Glasgow on November 18 and, after a short tour, it will come to London. Mr. Olivier has now left the Old Vic, in which he played in *King Lear*, but both he and Ralph Richardson will be in future Old Vic productions

The World of Books

NORFOLK BEFORE THE BOMBERS

Lilias Rider Haggard Records the Country Scene: Alan Moorehead's Study of Lord Montgomery — the Comparison with "Stonewall" Jackson

FROM Norfolk, which once knew only the unchanging rhythm of the farming year, the avenging squadrons went out almost nightly during the war to strike against the heart of industrial Germany. In this quiet county every stretch of waste ground, and not a little of the best farming land, was dedicated to airfield construction, and old villages with sleepy names, Snoring, Stoke Holy Cross and Weasenham, Burnham Deepdale and Clay-Next-the-Sea, echoed to the ceaseless drone of the bombers. At the top of the big barley field was the start of a runway, and away at the other end of the farm might be the hangars of a neighbouring aerodrome. Norfolk was very much in the war, quite apart from vital food production.

It is good, then, to look back to the old Norfolk of pre-war days, and in NORFOLK NOTEBOOK (Faber and Faber. 8s. 6d.), Lilias Rider Haggard, with her measured, natural style and deep feeling for the countryside, records the even flow of domestic existence and rural occupations against the background of the county's own incomparable scenery. The author's notes and impressions, ranging through a whole host of subjects—yachting, poetry, politics, blackberrying, mosquito control and clay-lump cottages—together give a wonderful portrait of Norfolk life. This is the work of a writer who knows and loves the East Anglian countryside, belonging essentially to the land, and she has the skill to communicate that affection in every line. Her approach to Munich and the last days of peace impart a sense of impending loss that is very real.

With their 4s. 6d. series "Britain in Pictures," which now includes over 100 titles, the house of Collins has made a first-rate contribution to modern knowledge, and two notable new additions are ENGLISH GLASS, by W. B. Honey, and BRITISH DRAWINGS, by Michael Ayrton. Of even greater importance are the Guinea volumes parallel with the same series, and the latest of these is NATURE IN BRITAIN, edited by W. J. Turner. This is book production in the pre-war manner, and the various contributors, James Fisher on Birds, Professor C. M. Yonge on Marine Life, and Dr. Fraser Darling on Wild Life, are each experts in their particular field. The book contains 48 colour plates and 132 illustrations in black-and-white.

Another nature book from the same publishing house, which is turning out magnificent work now that publishing is no longer so heavily tied by wartime restrictions, is MORE BIRDS OF THE DAY, by Eric J. Hosking and Cyril Newberry (Collins. 12s. 6d.). Here the accent is on photography rather than on draughtsmanship, and some of the pictures of young birds are masterpieces of their kind. One double page of twelve pictures, which must have been the result of many hours of patient vigil, shows the stages in a cuckoo's ejection of the eggs from a tree pippit's nest. The malevolent expression of the cuckoo as it laboriously achieves its purpose has to be seen to be believed.

It is too early yet to place in any real perspective the character and achievements of Field-Marshal Lord Montgomery. Inevitably, as one of the architects of victory, he looms large in the immediate post-war world, but the man and the legend, the one imposed upon the other, equally inevitably blur the true image. It must be remembered, too, that, facing as he is the task of Army reform in his position as Chief of the Imperial General Staff, Montgomery's career is still in mid-passage.

It is well, however, that Alan Moorehead, who knew the Field-Marshal intimately in the desert days of his first fame, should have taken on the role of biographer, and in MONTGOMERY (Hamish Hamilton. 12s. 6d.) he has produced a book that is intensely readable, bold in its assertion of facts, whether pleasant or unpleasant, and shrewd in its assessment of character. Mr. Moorehead obviously admires Montgomery, but in not allowing his admiration to lead him into the fatal error of undiluted praise, he has done him a signal service. Indeed, he makes no bones about the aggressive tendencies in Montgomery's character, tendencies which in earlier days came near to ruining his career; but he shows, too, the virtues of the defects, and the general emergence of the man of incomparable leadership who marched from Alamein to the heart of Italy, and from Arromanches to the Elbe, at the head of an army into which he had breathed his own Crusading spirit and abounding confidence.

At one point Mr. Moorehead draws a comparison between the careers of Montgomery and "Stonewall" Jackson, the great Confederate captain whose deep religious faith and gift for leadership made him one of the outstanding figures of the American Civil War. The comparison is in some ways marked, and it was noted, too, by Mr. Churchill at the last Alamein gathering; but, strangely enough, there is also a startling similarity between the many-sided Montgomery and Sherman, another genius of the Civil War. Sherman's eccentricities of dress were a byword in the Armies of the Tennessee and the Mississippi, like the corduroy trousers and the beret of North African days, and his lean and wiry warriors, who cut a swath through the American South, had much in common with Montgomery's Desert Rats. Add to that the certitude of both Sherman and Montgomery in all things tactical and strategical, their mental agility and oratorical powers, and one begins to wonder whether Mr. Moorehead has compared his hero with the right man, and if, indeed, such comparisons are really profitable.

The motive for republishing accounts of famous trials is often enough wholly commercial. There is always a demand for sensational material of this kind, but it must be quite otherwise in Kathleen Freeman's THE MURDER OF HERODES (Macdonald. 12s. 6d.). This is a scholarly effort, and by taking a series of cases from the Athenian Law Courts, trials concerning murder, violence, assault, sacrilege and slander, the author conjures up with rare skill what life was really like in the city State, the Athens of Euripides, Aristotle and Demosthenes. The trials are also the first recorded instances of the working of a democratic jury system under a definite code of law which aimed at cheap and equal justice for all citizens, trial by one's peers, and the fullest publicity in an age before the printing press. Altogether there are fifteen cases in the book, and each throws some fresh light on what life was really like in ancient Athens, the State which made such a vast contribution to the progress of civilisation.

R. H. Wilenski, one of our greatest authorities on art, whose writing is well known to readers of THE SPHERE, has recast his short but authoritative work AN OUTLINE OF ENGLISH PAINTING (Faber and Faber. 7s. 6d.), and this new illustrated edition will doubtless be widely welcomed. Mr. Wilenski takes the reader in his all-embracing sweep from the early paintings of the East Anglian School to the modernities of Paul Nash and Henry Moore.

In 1834 Messrs. Longman, Rees, Orme, Brown, Green and Longman—and what firm of publishers ever had a sprightlier name!—issued HINTS ON ETIQUETTE AND THE USAGES OF SOCIETY WITH A GLANCE AT BAD HABITS. The little book was full of wise advice, and now it is republished at 5s. by the Turnstile Press. Page 23, in particular, abounds in practical information, including such gems as "Ladies should never dine with their gloves on—unless their hands are not fit to be seen"; "Do not pick your teeth much at table"; and "Do not practise the filthy custom of gargling your mouth at table." The author also deprecates the use of such popular phrases as "splendid gin" and "splendid potatoes."

An important new travel book is BLACK CARIBBEAN, by R. W. Thompson (Macdonald and Co. 12s. 6d.). It is the record of a journey through the West Indies and gains distinction from the excellent black-and-white drawings of W. A. Redgrave.

HOWARD SPRING CRUISING IN FALMOUTH HARBOUR: The noted novelist and critic seen with his wife and youngest son, Michael, in their yacht "Mildred." Mr. Spring lives at Mylor, near Falmouth, and it is there that he does the bulk of his work. His latest novel, "Dunkerley's," a sequel to "Hard Facts," was reviewed recently in "The Sphere." A previous success, "Fame is the Spur," is at the moment being filmed at Denham, with Michael Redgrave in a leading role. **(See also page 301)**

AUTHOR OF AN AUTUMN BEST-SELLER: Christopher Sykes, second son of the late Sir Mark Sykes of Sledmere, whose book "Four Studies in Loyalty" has just been published by the House of Collins. His account of his parachute descent among the Maquis in the Vosges makes thrilling reading

AVEBURY, CATHEDRAL OF THE NEOLITHIC AGE—RECONSTRUCTING ONE OF THE GREAT MEGALITHIC MONUMENTS OF WESTERN EUROPE: Two recent pictures of the celebrated site just north of the Bath Road near Marlborough, which is now recognised as a typical place of worship belonging to the Neolithic period in Western Europe and which since 1943 has been taken over for preservation by the National Trust. The brilliant work of Mr. Alexander Keiller has already been responsible for unfolding much of the archæological history of Avebury, which had previously suffered from centuries of damage and neglect. The picture on the left shows the southern inner circle of Avebury. The houses were scheduled for demolition before the war in order to help speed the archæological work, but owing to the present housing shortage the work is delayed indefinitely. In the right-hand picture is one of the two stone avenues leading into Avebury. It was due to the work of Mr. Keiller that many of these stones were unearthed and re-erected on the spot where they stood 4,000 years ago. The whole National Trust property comprises over nine hundred acres of farmland safeguarding the approaches to Avebury

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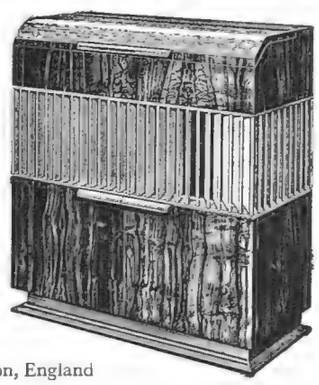

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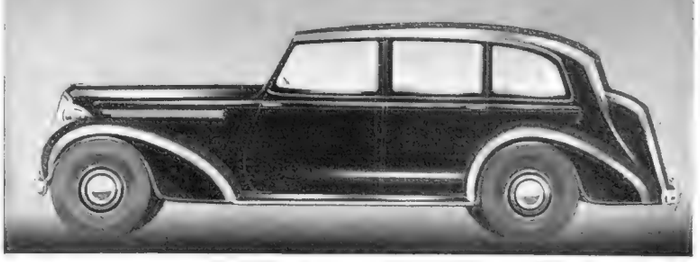

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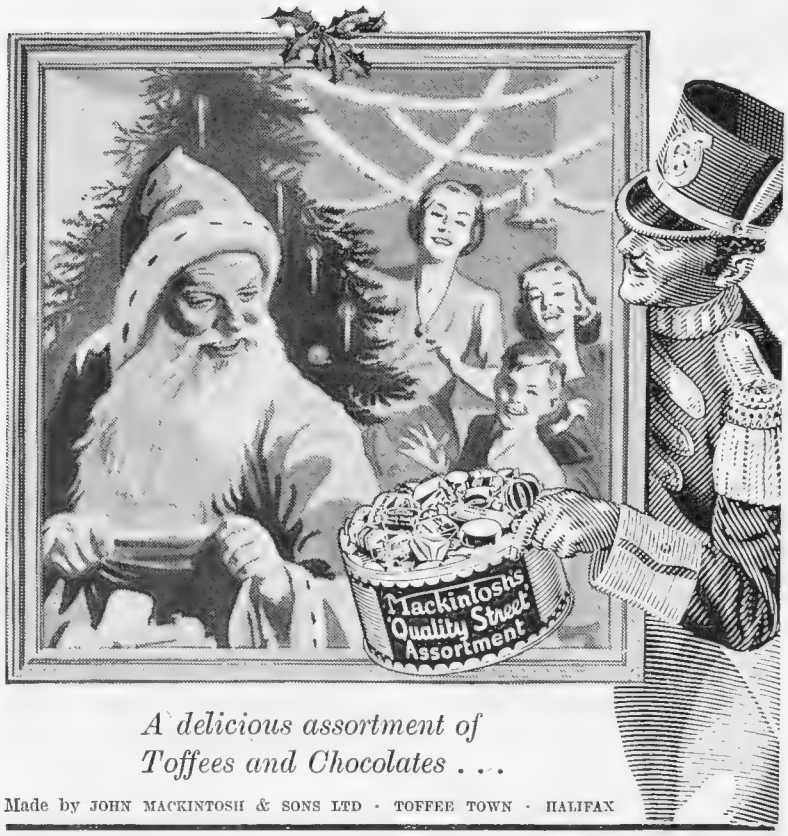

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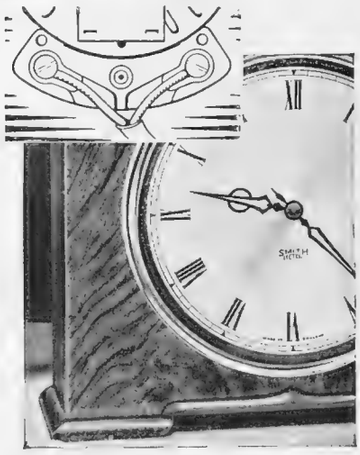

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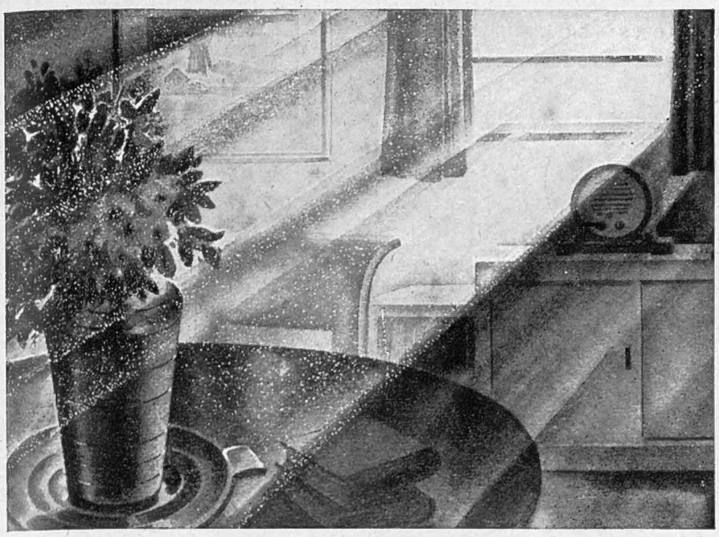

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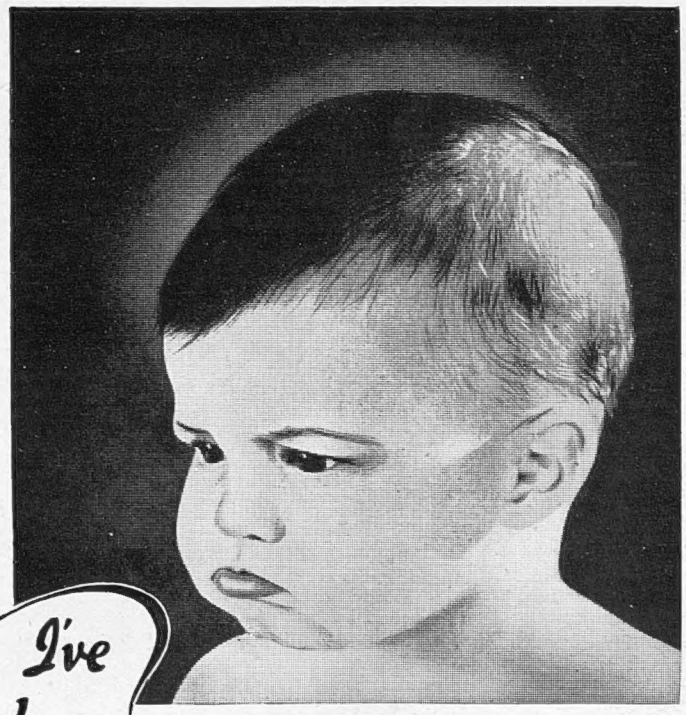

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